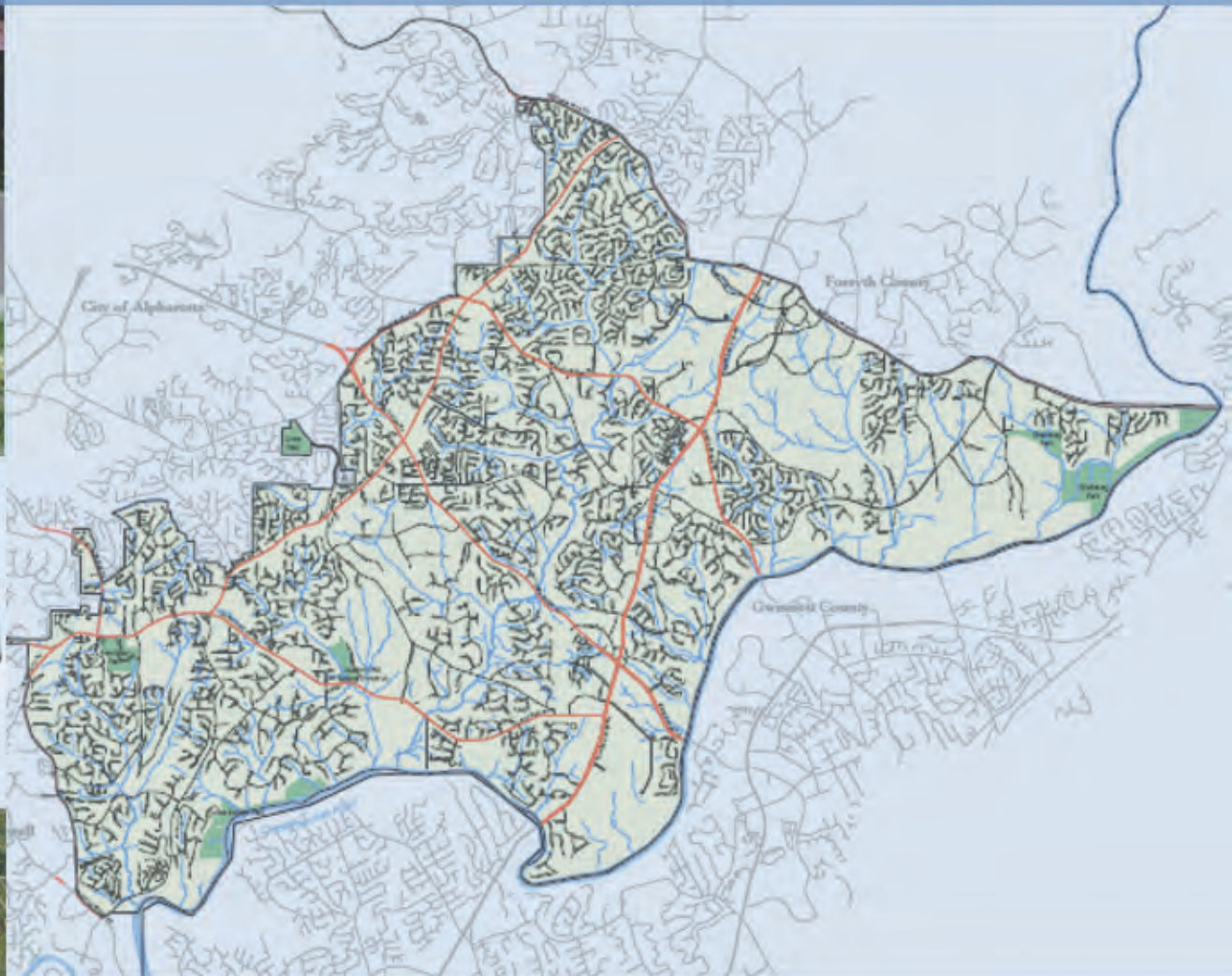


COMMUNITY ASSESSMENT



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.

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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 pertain 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.

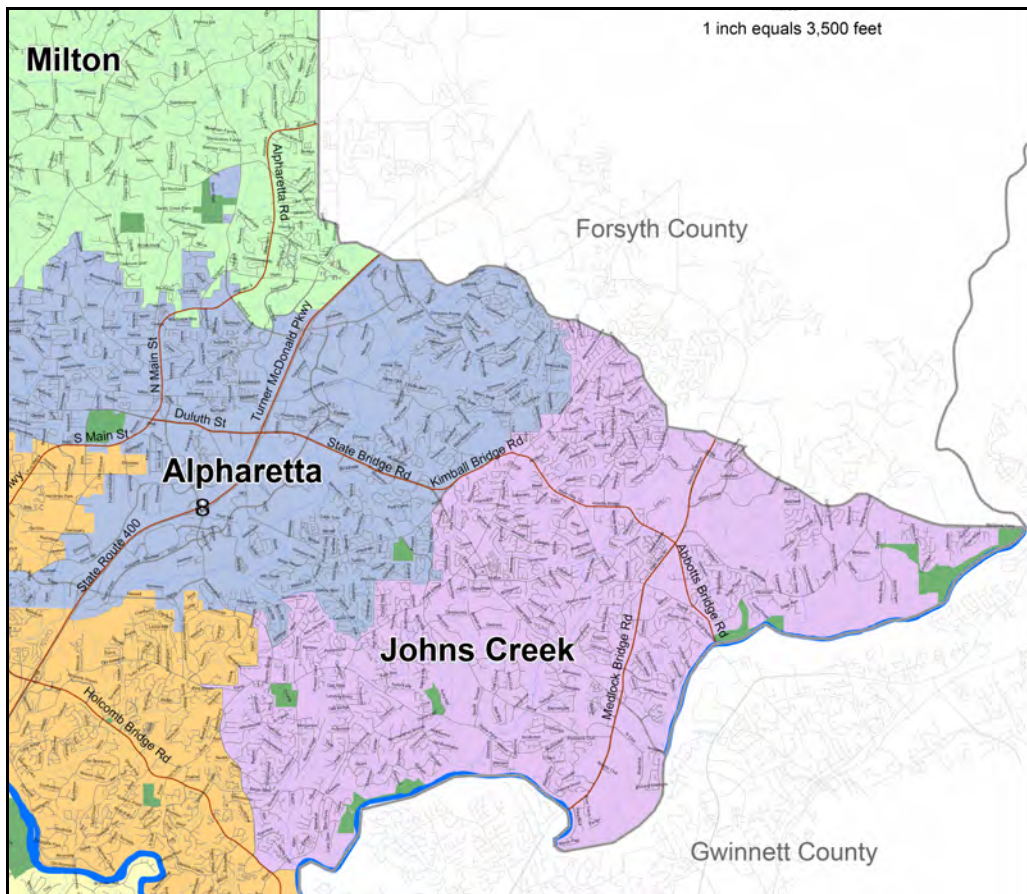
Tree Advisory Board

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.

Population and Households: 2000 - 2012					
	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.

Housing Units by Occupancy Status and Tenure						
	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 Measures: 2000 - 2012			
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.

Business Summary Forecast: 2007	
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%.

2007 Employed Population 16+ by Industry	
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%
Services	46.7%
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.

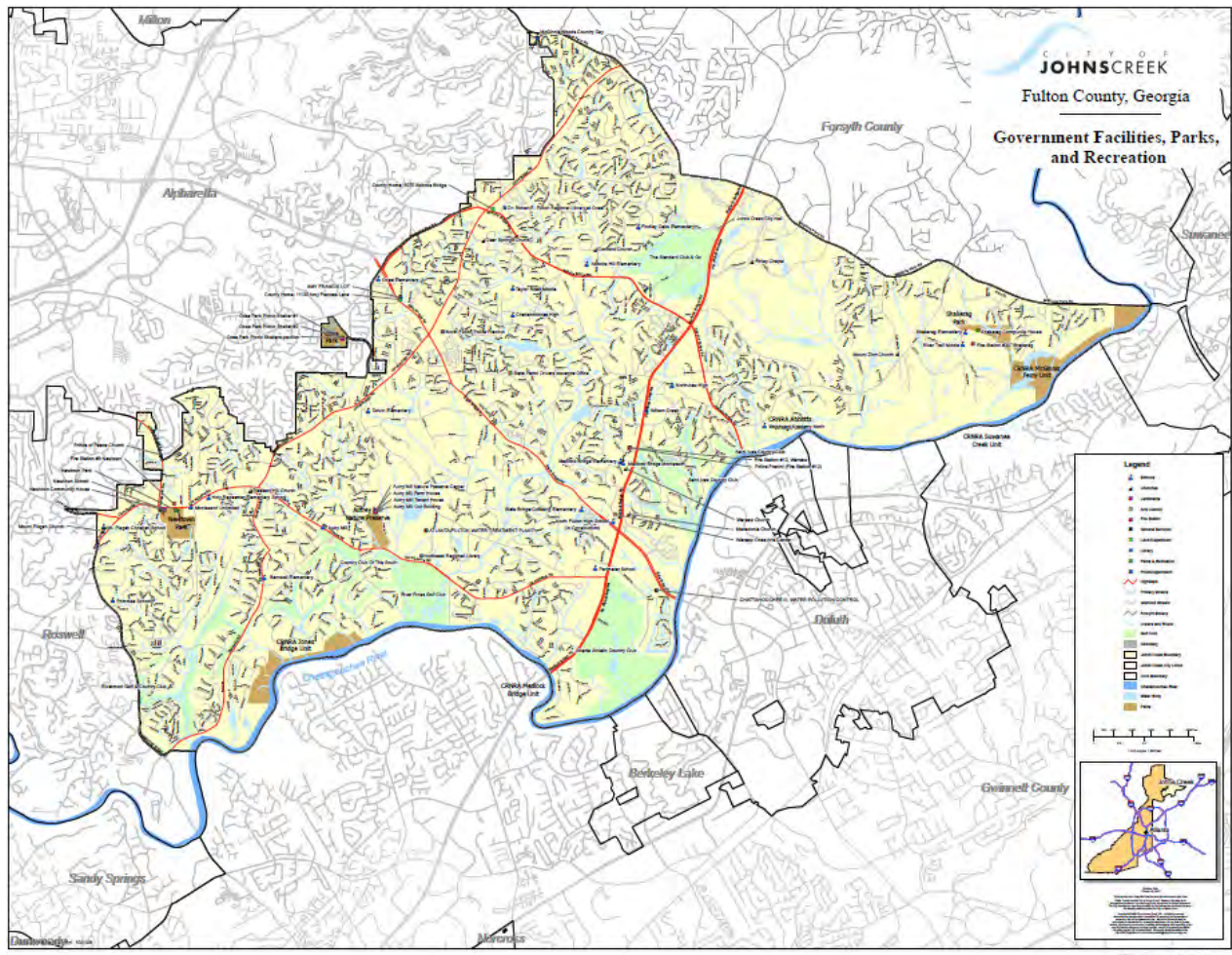
Cultural Resource Highlights include the Ocee Arts Center and the Autrey Mill Nature Preserve. Potential historic resources include the Warsaw School, the John Rogers' home, as well as the historical school buildings located adjacent to Newtown Park. Select cultural resources are shown on the Community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

Johns Creek Existing Land Use 2007		
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.

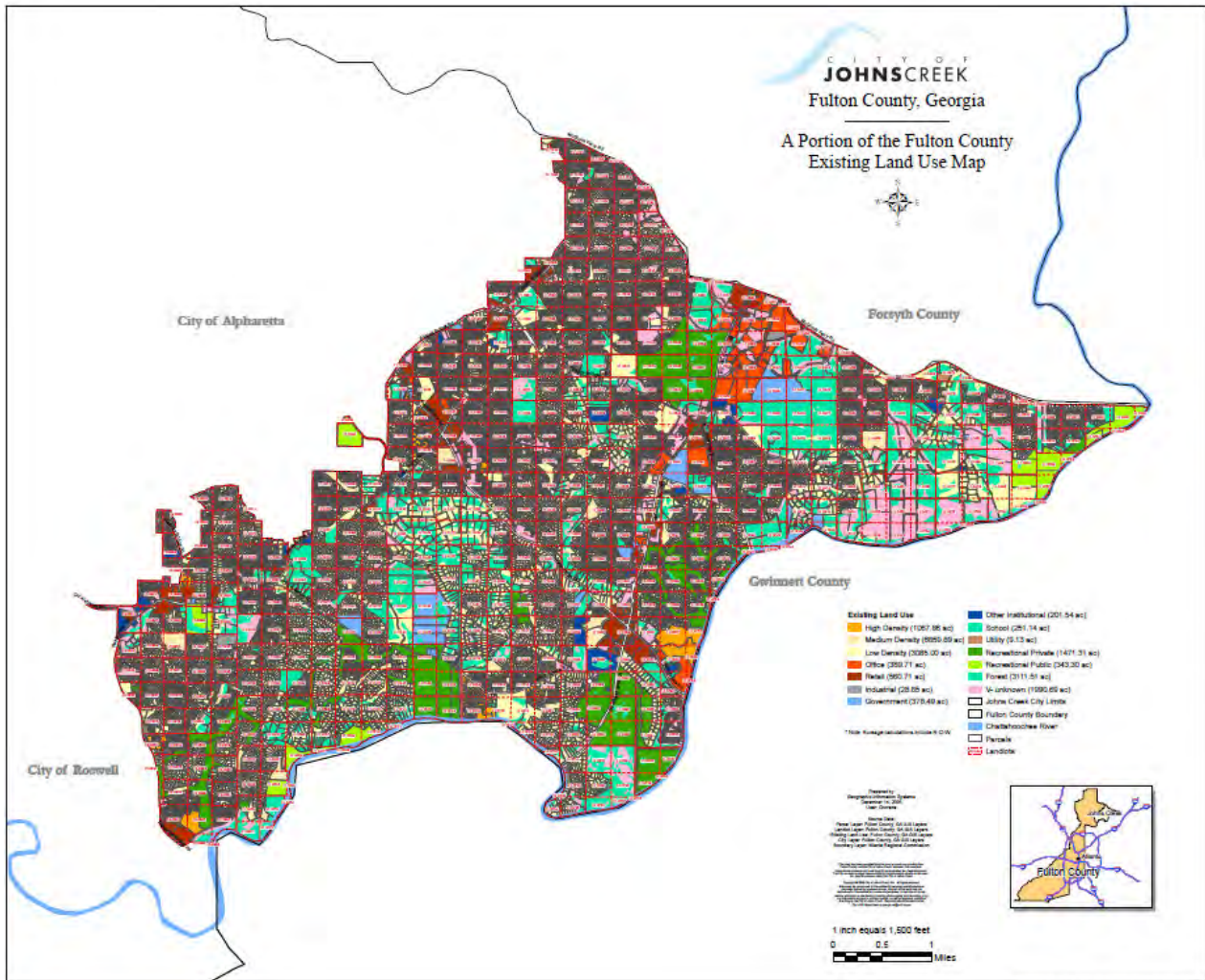
Construction of residential products in the City of Johns Creek has been very active between November 2006 and November 2007. Just under 600 new homes were constructed in this period; this number represents a combination of primarily single family detached homes along with some single family attached 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>—</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. Abbots 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.

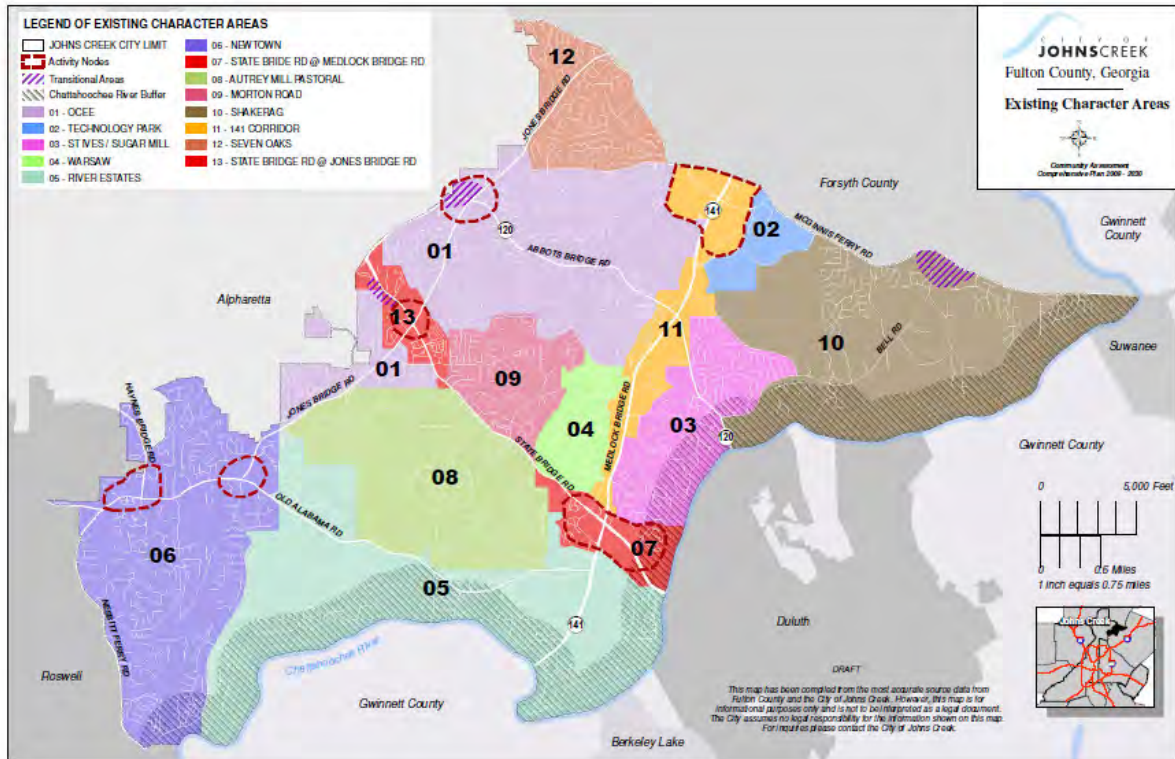
Neighborhood Communities

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



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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 Abbotts 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
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>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>
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>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 run-off. 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 Creek has the following land use measures that will protect natural resources: stream buffer/impervious setbacks, floodplain protection & floodway prohibition, MRPA, 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>

COMMUNITY ASSESSMENT: TECHNICAL APPENDIX

INTRODUCTION

The City decided to undertake the Comprehensive Plan in coordination with its **Transportation Master Plan** and the **Green Plan**. The City contracted a team of consultants to facilitate these efforts. This approach will allow the respective master plans to inform each other and unify planning efforts. It will also maximize citizen involvement through the year of planning.

This Technical Appendix contains supporting information for the Executive Summary of the Community Assessment.

Review Process

Prior to the development of a Community Agenda, the Department of Community Affairs (DCA) requires that the local jurisdictions transmit the Participation Plan along with a Community Assessment for review. The Atlanta Regional Commission (ARC) is the regional arm of DCA that reviews these two documents to determine whether or not they are complete; upon this verification, ARC in turn transmits these documents to DCA. DCA conducts a report of findings and recommendation, and ARC issues the local government a final report that includes DCA's comments.

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1. POPULATION

Methodological Introduction

Because Johns Creek is a new city, there does not exist years of data organized by City boundary; sources rely upon the 2000 Census data organized by “block” as the base data from which to derive City estimates. Different methods, however, will yield slightly different numbers. For example, the City’s GIS department established the population of the city from block group data by looking at the housing units within the city limits. This population count was finalized at 60,532. The US Census Bureau official statement records the 2000 population of Johns Creek as 61,243. This is a difference of 711 persons, or approximately 1% of the Johns Creek population.

The City of Johns Creek Comprehensive Plan establishes the **2000 base figure of 60,343**; this figure is also derived from the raw Census Block data. To following section explains the source and rationale behind this figure.

While block-level data yields basic population and household information, the type of information available from the Census Bureau at this level is limited, and does not include many of the indicators for the City that help describe its characteristics and planning needs. Therefore, a data set generated by ESRI-Business Analyst (ESRI is the geographic information company that produces ArcGIS), using additional source such as permit data, zip code data, and Info USA market data (a massive, research collection source recognized nation wide) was used for the majority of the characteristics reported herein. The justification was two-fold: (1) it ensures that data is confined to the City boundary and therefore more accurately depicts City dynamics, and (2) relying upon one source for a wide range of data maintains internal consistency for both current estimates, forecasting and a host of other data (housing, income, labor force, etc).

Estimates and forecasts were compared to numbers generated by the Atlanta Regional Commission (ARC) to verify accuracy and compatibility with regional trend analysis.

Total Population

Analyzing the 2000 Census data suggests that the count for the population within what is currently the City of Johns Creek was 60,343. An estimated **70,050 people** live in the City today.

Table 1.1

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

Source: ESRI forecast; 2000 Census Block

Population Trends and Growth Rate Comparison

The Table below compares key indicators for the area that is now Johns Creek boundary from 1990 to 2000; the population increased nearly 13% annually during the ten year time period. The table below also shows that the number of households grew by just over 12% annually, and the average annual income growth was 3.4%. Detailed income and household data are provided in another section of the Appendix.

The numbers below indicate that between 1990 and 2000, the population within the Johns Creek City boundary grew by 232%.

Table 1.2

Population and Household Comparison: 1990 - 2000			
	1990	Census 2000	1990-2000
	Number	Number	Annual Rate
Total Population	18,152	60,343	12.76%
Total Households	6,283	20,115	12.34%
Average Household Size	2.89	3.00	0.37%
Total Families	5,440	16,738	11.89%
Average Family Size	3.11	3.32	0.66%
Per Capita Income	\$31,024	\$44,378	3.64%
Total Housing Units	6,810	20,698	11.76%

Source: ESRI

This growth rate was even higher than the overall North Fulton planning area, which was the fastest growing sub-area in the County during the same decade, with a 167% population increase.

The County has had an extraordinary growth explosion over a 25 year period; it reports a population increase of 638% between 1980 and 2005. The long range forecast for unincorporated Fulton County, which at the time included the now extant cities of Milton and Johns Creek, anticipated the area to grow by approximately 44% between 2005 and 2025.

Future Projections

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 next section about the regional context.

The following table projects future growth for the City of Johns Creek to the year 2030.

Table 1.3

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

Various factors constrain this likely "build-out" population, however, such as available land for new development, existing city boundaries, policies regulating housing potential and the management of future annexation requests from any properties adjacent to the City boundary. According to the 2006 Existing Land Use Map, approximately 2,000 "vacant" acres and 3,000 "forested" acres of land remain in the City. Depending upon City policies, this land might or might not be available for development.

The City forecast indicates continued growth, but at a declining rate. Without historical permit data specifically for the City boundary, an historical trend for new residential units cannot be generated with confidence. However, ARC prepares a forecast based upon Traffic Analysis Zones (TAZ); an analysis of the TAZ data for the City of Johns Creek City shows a comparable 2030 forecast (89,967).

Regional and State Context

Between 1990 and 2000, the Metro-Region population grew 3% annually, on average. Since 2000, the 10-county Atlanta region has averaged almost 86,000 net new residents each year, or 2.3% annually. This is a slight slowing of the rate of change. In 2006, the 10-county Atlanta region added 104,000 people to reach a total population of 4,029,400 million. Fulton County led the region's growth that year, followed by Gwinnett. Fulton remains the region's largest county with an estimated population of 933,600. After averaging 14,521 new residents each year in the 1990s, Fulton has surpassed that growth pace this decade, averaging 16,800 new residents each year since 2000.

Table 1.4 Fulton County Population and Forecast: 1980- 2025

Area	1980	1990	2000	2005	2010	2015	2020	2025
Cities: (Only the Fulton County portions are shown here, the remainders are at the bottom)								
Alpharetta	3,128	13,002	34,854	37,132	42,120	44,027	45,509	47,194
Atlanta (1.)	387,739	357,704	386,699	447,245	462,908	505,054	542,985	582,678
College Park (2.)	21,143	17,337	18,810	18,968	20,797	21,937	22,871	23,622
East Point	37,486	34,697	39,595	38,653	44,704	47,579	50,021	52,763
Fairburn	3,466	4,878	5,464	8,561	9,075	11,038	12,926	14,831
Hapeville	6,166	5,483	6,180	6,175	6,849	7,441	7,970	8,490
Mountain Park (3.)	376	242	496	500	606	642	672	687
Palmetto (4.)	1,941	2,652	3,073	4,225	4,492	5,661	6,529	7,396
Roswell	23,337	53,743	79,334	82,912	90,587	94,911	98,325	101,274
Union City	4,780	10,210	11,621	15,250	15,264	17,008	18,620	20,003
City Total	489,585	499,808	586,126	659,621	696,643	755,367	807,366	859,997
Unincorporated Planning Areas:								
North Fulton	12,859	34,152	91,400	93,192	100,300	106,553	111,850	117,211
Sandy Springs	46,877	68,243	85,835	86,698	92,529	97,546	101,678	105,861
SW Fulton	8,863	10,210	11,300	12,851	15,152	17,368	19,446	21,541
South Fulton	31,720	36,538	41,345	52,439	66,639	80,611	94,000	107,489
Unincorporated Fulton Total	100,319	149,143	229,880	245,180	274,620	302,078	326,975	352,103

Source: Fulton County, Focus Fulton 2025

Statewide, Georgia saw its resident population increase 26% between 1990 and 2000, and this figure made it the fastest growth of any decade this century (Office of Planning and Budget, 2005). Between 2000 and 2004, Georgia's average annual population increase was about 2% each year. The City's neighboring jurisdiction to the north, Forsyth County, has topped the state list of fastest growing counties, but its rate of new households also slowed during 2007.

Age Distribution

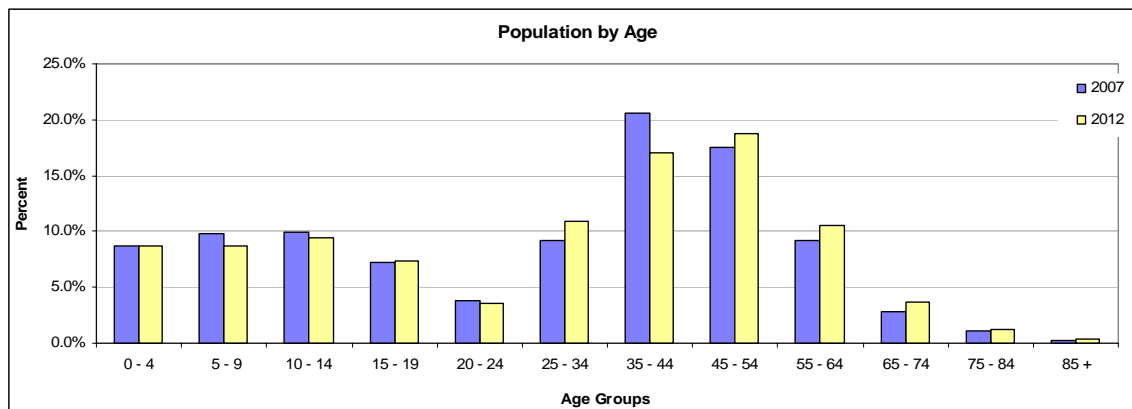
Age Groups and Future Projections by cohort

Table 1.5

Population by Age Cohort: 2000 - 2012						
	2000		2007		2012	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	5,342	8.9%	6,072	8.7%	6,729	8.7%
5 - 9	6,178	10.2%	6,833	9.8%	6,710	8.7%
10 - 14	5,823	9.6%	6,953	9.9%	7,220	9.4%
15 - 19	3,762	6.2%	5,023	7.2%	5,602	7.3%
20 - 24	1,572	2.6%	2,669	3.8%	2,799	3.6%
25 - 34	7,604	12.6%	6,471	9.2%	8,378	10.9%
35 - 44	14,410	23.9%	14,421	20.6%	13,147	17.0%
45 - 54	9,651	16.0%	12,240	17.5%	14,415	18.7%
55 - 64	3,730	6.2%	6,427	9.2%	8,144	10.5%
65 - 74	1,521	2.5%	1,965	2.8%	2,849	3.7%
75 - 84	602	1.0%	769	1.1%	948	1.2%
85+	152	0.3%	206	0.3%	273	0.4%
Total:	60,347		70,049		77,214	

Source: ESRI forecast;
Census block

Shown graphically below, the Johns Creek population clusters between 35 and 55 years of age.



Population Trends and Implications

The data shows that Johns Creek has a large percentage of children and teenagers; in 2007, those aged 19 years old and younger comprise 35.5% of the total population. The City has a slightly greater proportion of children than the City of Roswell (24%) or the North Fulton planning area as a whole (26%). Half of the City's residents are over the age of 35.

In 2000, the 65 and older cohort in Johns Creek comprised just 3.8% of the population, totaling 2,275 people; this was a small proportion compared to the City of Roswell (8.7%), and North Fulton County (7.6%).

By 2012, those who will be 55 years and older will comprise 16% of the total population, or 12,214 people. Unlike national and even regional trends, the age distribution is such that this population will remain a small cohort, relative to the other age groups even in the future.

In the Atlanta Region, the older adult population has grown over the last decade at a rate slightly higher than the general population. Between 1990 and 2000, the 65+ population in the region increased by 30%. ARC forecasts that the older adult population will double between 2000 and 2015, and that by 2030, one in five residents will be over the age of 60.

For the City of Johns Creek, the main population issues involve amenities and employment centers for the young families that constitute the bulk of the City, as well as the potential to lose older residents in "empty nester" years if housing choices do not expand to meet changing needs through the life-cycle. Aging-in-place policies might be considered for discussion in the near future to address this potential.

Race and Ethnicity

Racial and Ethnic Composition and Comparisons

The table below presents race and Hispanic origin information for the City of Johns Creek. The Hispanic population is not considered a race in Census tabulations; therefore the numbers are reported as a separate category. The table below depicts slow change in the range of diversity the City enjoys.

Table 1.6

Race and Ethnicity						
	2000		2007		2012	
	Number	Percent	Number	Percent	Number	Percent
White Alone	49,178	81.5%	51,726	73.8%	52,805	68.4%
Black Alone	3,269	5.4%	6,191	8.8%	8,605	11.1%
American Indian Alone	70	0.1%	79	0.1%	90	0.1%
Asian Alone	6,356	10.5%	9,571	13.7%	12,283	15.9%
Pacific Islander Alone	14	0.0%	26	0.0%	38	0.0%
Some Other Race Alone	505	0.8%	945	1.3%	1,413	1.8%
Two or More Races	952	1.6%	1,511	2.2%	1,979	2.6%
Total:	60,344	100	70,049	100	77,213	100
Hispanic Origin (Any Race)	1,819	3.0%	3,133	4.5%	4,387	5.7%

Source: ESRI forecast; Census block

Comparatively, Johns Creek demonstrates less diversity than its neighboring cities of Alpharetta and Roswell, where minority populations comprise 16% and 23% of the total population, respectively. The City does, however, share nearly the same profile as the North Fulton planning area as a whole, as indicated by the following table.

Table 1.7

North Fulton Planning Area Race and Hispanic Population: 2000	
Race	% of North Fulton Population
White	83.30%
African American	5.33%
Am. Indian, Eskimo & Aleut	0.11%
Asian/Pacific Islander	8.57%
Hispanic (any race)	3.46%

Source: 2025 Focus Fulton

Future Projections

Between the present day and 2030, the majority population that is white will decline in all cities. The 2012 projections indicate that approximately one-third of the City of Johns Creek will be Asian, African American, and other racial background; nearly 6% will be Hispanic origin.

Trends and Implications

The City remains a relatively homogenous community; this will change over time, and the slow pace of change offers an opportunity for the entire City to plan for and accommodate the benefits of diversity. The Hispanic and African American community will likely double by 2012, these groups will comprise about 17% of the City population while the Asian population alone will reach about 16% by 2012.

In 2005, the Hispanic population in Fulton stood at 6.76% (60,474 people). Since Fulton County is still far below the national average of 12.55% Hispanic, it is expected that their share of the population will increase faster than the increases projected for the nation; by 2025 this could grow to 163,133 or 13.4% of population. This will be monitored and adjusted as American Community Survey data shows divergence from the forecasts. The impact on the Fulton County is an increasing task of educating non-English speakers.

Already the children of recent Hispanic immigrants are learning English, and educational programs (including adult education) are focusing on English as a second language. Fulton County schools shoulder the greatest responsibility for these efforts.

Education

The City of Johns Creek has a well educated population – in 2000, approximately 22% earned Masters or Doctorate degrees, and 44% held Bachelor degrees. These proportions are much greater than the Atlanta region as whole, where 12% of the population has Masters or higher degree and 23% hold a Bachelors degree (American Community Survey, 2003).

The following table compares 1990 and 2000 educational attainment for Johns Creek residents 25 years and older.

Table 1.8

Population 25+ by Educational Attainment				
	1990		2000	
Total	11,810	100.0%	37,678	100.0%
Less than 9th Grade	148	1.3%	363	1.0%
9th - 12th Grade, No Diploma	235	2.0%	496	1.3%
High School Graduate	1,508	12.8%	3,613	9.6%
Some College, No Degree	2,459	20.8%	6,302	16.7%
Associate Degree	766	6.5%	2,032	5.4%
Bachelor's Degree	4,922	41.7%	16,611	44.1%
Master's/Professional/Doctorate Degree	1,772	15.0%	8,261	21.9%

Source: ESRI from Census Block

Income

According to every economic indicator, the area now delineated by the City of Johns Creek boundary was in better shape in 2000 than in 1990. This economic growth has not been true for all of Fulton County cities, however, as a handful of Cities saw slight decline in the past decade.

Summary of Income Measures

Table 1.9

Income Measures: 2000 - 2012			
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: ESRI forecast; Census block

Median Household Income

Median household income within the boundaries of **Johns Creek in 2000 was \$105,015**, and is substantially greater than that of the Atlanta region or the state of Georgia.

Table 1.10

Region and State Median Income: 1989 and 1999			
	1989	1999 (adjusted)	% Change 1989-1999
Atlanta MSA	\$36,051	\$39,453	9.44%
Georgia	\$29,021	\$32,227	11.05%

Source: 1990 Census (SF3) and 2000 Census (SF3). Incomes adjusted to use 1989 as a base year.

In **2007, \$150,592** is the estimated Johns Creek median income. This represents a 43% increase since 2000. This compares to the Atlanta region, where per household median income reached \$74,720 in 2006 (American Community Survey, 2006).

Per Capita Income

The 2007 per capita income for the City of Johns Creek is estimated as **\$65,994**. The per capita income of the Johns Creek area population grew nearly 4% between 1990 and 2000, when it reached \$44,378.

This contrasts with the Atlanta metropolitan region as a whole, where per capita income declined sharply between 1990 and 2000. Still, Metro Atlanta per capita personal income exceeds the state's average. In 2004, this translated to \$33,838 per capita income in Atlanta compared to the state average of \$29,782 (Selig Center 2007).

Income Distribution

As shown in the table below, the majority of Johns Creek households earn \$75,000 and above. The 2000 Census reported 70% of households in this income category; a trends analysis estimates that this proportion will increase to 83% in 2007. This concentration of high income households is not common throughout the metropolitan Atlanta region. According to the Focus Fulton Comprehensive Plan, Fulton County has much higher percentage shares of households in the income categories over \$100,000 than Georgia and the US. North Fulton household income is significantly higher than other planning areas. In North Fulton, 66% of the households earned more than \$75,000 a year in 1999.

Table 1.11

Households by Income: 2000 - 2012						
HH Income Base	Census 2000		2007		2012	
	Number	Percent	Number	Percent	Number	Percent
<\$10,000	20,064	100.0%	23,013	100.0%	25,265	100.0%
\$10,000 - \$14,999	353	1.8%	308	1.3%	244	1.0%
\$15,000 - \$19,999	202	1.0%	135	0.6%	155	0.6%
\$20,000 - \$24,999	162	0.8%	162	0.7%	122	0.5%
\$25,000 - \$29,999	223	1.1%	154	0.7%	138	0.5%
\$30,000 - \$34,999	287	1.4%	152	0.7%	138	0.5%
\$35,000 - \$39,999	397	2.0%	180	0.8%	142	0.6%
\$40,000 - \$44,999	403	2.0%	215	0.9%	131	0.5%
\$45,000 - \$49,999	401	2.0%	308	1.3%	160	0.6%
\$50,000 - \$59,999	514	2.6%	308	1.3%	188	0.7%
\$60,000 - \$74,999	1,169	5.8%	700	3.0%	530	2.1%
\$75,000 - \$99,999	1,816	9.1%	1,304	5.7%	924	3.7%
\$100,000 - \$124,999	3,293	16.4%	2,506	10.9%	2,087	8.3%
\$125,000 - \$149,999	3,240	16.1%	2,400	10.4%	2,099	8.3%
\$150,000 - \$199,999	1,994	9.9%	2,591	11.3%	2,074	8.2%
\$200,000 - \$249,999	2,404	12.0%	4,753	20.7%	3,919	15.5%
\$250,000 - \$499,999	3,206	16.0%	2,090	9.1%	4,520	17.9%
\$500,000 +	N/A		3,319	14.4%	4,769	18.9%
	N/A		1,428	6.2%	2,925	11.6%

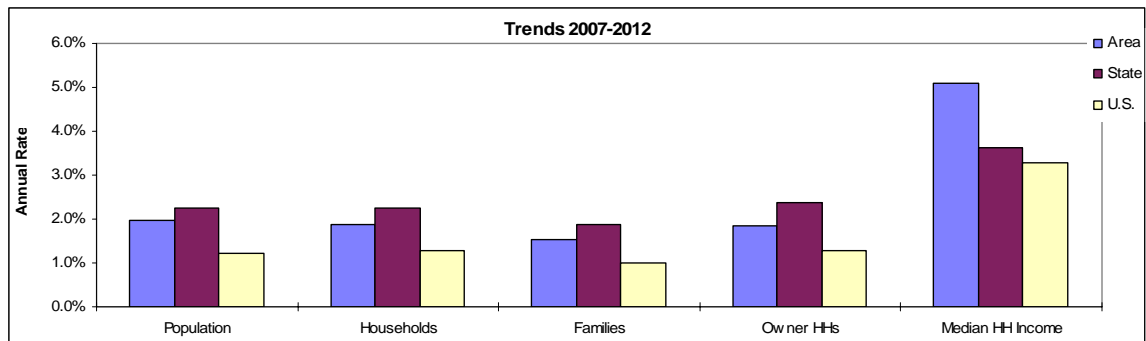
Source: ESRI

Regional Context

In general, the Metro-Atlanta region is a young, well paid region, although what the City of Johns Creek demonstrates is that the wealth is not evenly distributed geographically. The ARC reports that the metro region's per capita income increased by 5.1 percent between 2000 and 2005; however the ARC also notes that this growth lags behind other metro areas. When comparing Atlanta to the other most populous metro areas, Atlanta's per capita income growth from 2000 to 2005 is almost half of Dallas's growth rate, the next lowest. One explanation for stagnating income growth is the loss of high paying jobs in metro Atlanta between 2001 and 2005. On average, jobs that metro Atlanta has added since 2001 pay almost \$1,800 less per month than the jobs that were lost.

The slower rates of increase may not feel so painful to the region's residents, because, according to national studies, the Metro Atlanta region is the third lowest cost of living among the 10 most populated metro areas; the region has the fifth-lowest cost of living among the 10 fastest growing metro areas with a population larger than one million.

The graph below highlights that Johns Creek's (identified as "Area" in graph) annual rates of growth across several indicators are slightly slower than the State averages, *except* in the area of Household Income.



Source: ESRI

Poverty

According to 2000 Census data, an extraordinarily low percentage – just 2% – of all Johns Creek residents live below the poverty level¹. It's important to note that many people in poverty actually do earn income (a family of four earning \$20,000 classifies as poverty level). To put in context, in 2005 when the minimum wage was \$5.15 per hour, two adults working 40 hours a week for every week of the year at minimum-wage jobs had a total annual income of only \$21,424; this was less than half of the national median family income. In 2007, 154 people in Johns Creek fell in the \$20 – 25,000 income bracket.

The City's poverty rate remains lower than the rate of the Atlanta region (9%) and much lower than the rate of the state of Georgia (13%), for the same time period. Many cities recorded increases in the percentage of residents living in poverty between 1989 and 1999.

The table below shows how income is distributed across Johns Creek area residents. It shows that of the 2% in poverty, most are adults, not children.

¹ The Census uses a multi-factor matrix to establish poverty threshold for individuals based on family size and type; the Census Bureau refines it each year based on inflation and a variety of other variables. For a reference example, in December 2006, the poverty threshold for a four-member family with two children was \$20,393.

Table 1.12

Income and Poverty Level	
Population for whom poverty status is determined: Total	100%
Income in 1999 below poverty level	2%
Under 5 years	7%
5 years	3%
6 to 11 years	11%
12 to 17 years	11%
18 to 64 years	62%
65 to 74 years	2%
75 years and over	4%
Income in 1999 at or above poverty level	98%
Under 5 years	9%
5 years	2%
6 to 11 years	12%
12 to 17 years	10%
18 to 64 years	62%
65 to 74 years	2%
75 years and over	1%

Source: U.S. Census Bureau, Block Group by Pond & Company

2. ECONOMIC DEVELOPMENT

Economic Base

The percentage of employment by industry is calculated by the number of Johns Creek residents employed in an industry versus the total civilian employed population. Johns Creek's residents are employed in a wide range of industries, so the City is not dependent on one particular industry.

Table 2.1

Business and Employment by NAICS: 2007				
	BUSINESSES		EMPLOYEES	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing and Hunting	2	0.1%	2	0.0%
Mining	0	0.0%	0	0.0%
Utilities	1	0.1%	3	0.0%
Construction	114	6.0%	349	1.7%
Manufacturing	43	2.3%	1,641	7.8%
Wholesale Trade	72	3.8%	263	1.3%
Retail Trade	262	13.8%	2,452	11.7%
Motor Vehicle and Parts Dealers	8	0.4%	29	0.1%
Furniture and Home Furnishings Stores	24	1.3%	92	0.4%
Electronics and Appliance Stores	44	2.3%	138	0.7%
Building Material and Garden Equipment and Supplies Dealers	13	0.7%	274	1.3%
Food and Beverage Stores	24	1.3%	1,173	5.6%
Health and Personal Care Stores	20	1.1%	123	0.6%
Gasoline Stations	6	0.3%	42	0.2%
Clothing and Clothing Accessories Stores	44	2.3%	96	0.5%
Sporting Goods, Hobby, Book, and Music Stores	21	1.1%	61	0.3%
General Merchandise Stores	12	0.6%	271	1.3%
Miscellaneous Store Retailers	41	2.2%	142	0.7%
Nonstore Retailers	6	0.3%	12	0.1%
Transportation and Warehousing	12	0.6%	55	0.3%
Information	64	3.4%	287	1.4%
Finance and Insurance	139	7.3%	2,914	13.9%
Central Bank; Credit Intermediation and Related Activities	65	3.4%	287	1.4%
Securities, Commodity Contracts, and Other Financial Investments and Related Activities	35	1.8%	76	0.4%
Insurance Carriers and Related Activities; Funds, Trusts, and Other Financial Vehicles	39	2.1%	2,551	12.2%
Real Estate and Rental and Leasing	88	4.6%	470	2.2%
Professional, Scientific, and Technical Services	278	14.6%	2,128	10.1%
Legal Services	23	1.2%	58	0.3%
Management of Companies and Enterprises	5	0.3%	46	0.2%
Administrative and Support and Waste Management and Remediation Services	96	5.0%	258	1.2%
Educational Services	69	3.6%	2,077	9.9%
Health Care and Social Assistance	129	6.8%	910	4.3%
Arts, Entertainment, and Recreation	51	2.7%	1,116	5.3%
Accommodation and Food Services	126	6.6%	2,216	10.6%
Accommodation	5	0.3%	113	0.5%
Food Services and Drinking Places	120	6.3%	2,104	10.0%
Other Services (except Public Administration)	185	9.7%	3,721	17.7%
Automotive Repair and Maintenance	13	0.7%	54	0.3%
Public Administration	5	0.3%	36	0.2%
Unclassified Establishments	161	8.5%	30	0.1%
Totals	1,901	99.9%	20,972	100.0%

Source: ESRI-BAO, 2007

The preceding table shows that the largest concentrations of employment fall within financial, insurance and professional industries (13.9%, 12.2% and 10.1%, respectively). Other, non-food and non-public administration services is the single largest category employing 17.7% of all employees in the City. Retail industries provide 11.7% of all employment.

Major Employers

In 2007, there are approximately 1,900 businesses in the City of Johns Creek (ESRI). The following list identifies major employers in the City that employ between 200 and 2,000 employees.

- Ciba Vision
- Fulton County Board of Education
- Atlanta Casualty Group, Inc and Company
- Kroger Co.
- Emory Johns Creek/HCA
- Federated Systems Group
- Thomson U.S., Inc.
- World Financial Group, Inc.
- QS America, LLC
- Publix
- Nordson Corporation
- F.A.T.S.
- Glenayre Technologies, Inc
- Novartis Ophthalmics, Inc
- Perimeter Church, Inc
- Wal-Mart Stores
- Home Depot U.S.A., Inc

Labor Force

Employment Status

According to 2000 census data, around 70% of the population over the age of 16 years old participates in the labor force.

Table 2.2

Employment Status (16 +): 2000	
Total 16 and older population	41,946
In Labor Force	71.4%
<i>Civilian Employed</i>	69.5%
<i>Civilian Unemployed</i>	1.8%
<i>In Armed Forces</i>	0.1%
Not in Labor Force	28.6%

Source: ESRI, Census

Unemployment

Fulton County's unemployment rate of 3.7% in 2000 was equivalent to the state average of 3.7%, and lower than the national rate of 4.0%.

Table 2.3 Unemployment Rates by Geographic Area

Government	1994	1995	1996	1997	1998	1999	2000	2003	2004	2005*
US	6.1%	5.6%	5.4%	4.9%	4.5%	4.2%	4.0%	6.3%	5.6%	5.2%
Georgia	5.2%	4.9%	4.6%	4.5%	4.2%	4.0%	3.7%	5.4%	4.6%	5.0%
Fulton	5.8%	5.4%	5.0%	4.6%	4.1%	3.9%	3.7%	6.7%	5.5%	5.6%
Dekalb	5.4%	4.9%	4.4%	4.5%	4.1%	3.9%	3.6%	6.5%	5.5%	5.5%
Cobb	4.2%	3.6%	3.0%	3.0%	2.7%	2.6%	2.5%	4.7%	4.1%	4.3%
Clayton	5.6%	5.1%	4.5%	4.1%	3.8%	3.5%	3.6%	6.9%	5.8%	5.8%
Gwinnett	3.7%	3.2%	2.8%	2.6%	2.5%	2.4%	2.3%	4.6%	3.6%	4.2%
Rockdale	3.8%	3.4%	3.1%	3.2%	2.9%	2.5%	2.6%	5.0%	4.4%	5.3%
Henry	3.7%	3.4%	2.8%	2.6%	2.3%	2.0%	2.1%	4.9%	4.3%	4.5%
Douglas	4.0%	3.6%	3.2%	3.1%	3.0%	2.9%	2.7%	5.3%	4.7%	5.0%
Cherokee	3.4%	3.5%	2.6%	2.4%	2.2%	2.0%	2.0%	4.6%	3.7%	3.8%
Fayette	2.9%	2.6%	2.3%	2.3%	2.3%	1.8%	1.9%	3.5%	2.9%	3.9%

Source: Georgia Department of Labor *As of March 2005

Employment by Occupation

Nearly 90% of all employed Johns Creek residents are white collar professionals. Of these, nearly half are in management positions.

Table 2.4

2007 Employed Population 16+ by Occupation	
<i>Total</i>	<i>33,640</i>
White Collar	88.2%
Management/Business/Financial	36.3%
Professional	27.4%
Sales	16.7%
Administrative Support	7.8%
Services	7.2%
Blue Collar	4.5%
Farming/Forestry/Fishing	0.0%
Construction/Extraction	1.3%
Installation/Maintenance/Repair	0.9%
Production	1.0%
Transportation/Material Moving	1.3%

Source: ESRI, Census

Commuting Patterns

As a suburban area, Johns Creek's transportation system is heavily reliant on the personal car. More than 80% of Johns Creek residents drove alone to work in 2000, with most of the remainder carpooling. Despite worsening traffic conditions in the Atlanta region, the personal car continues to dominate as the preferred method of commute.

Table 2.5

2000 Workers 16+ by Means of Transportation to Work	
Total	28,854
Drove Alone - Car, Truck, or Van	83.5%
Carpooled - Car, Truck, or Van	7.3%
Public Transportation	0.8%
Walked	0.4%
Other Means	0.8%
Worked at Home	7.1%

Source: ESRI, Census

Of all Johns Creek commuters, 12% travel an hour or more to their place of work. The average travel time was about 35 minutes. In 2005, the mean travel time to work in metropolitan Fulton County was 25 minutes, which is slightly less than the State of Georgia average of 27 minutes and equivalent to the U.S. average of 25 minutes.

Table 2.6

2000 Workers 16+ by Travel Time to Work	
Total	28,851
Did not Work at Home	92.9%
Less than 5 minutes	1.2%
5 to 9 minutes	4.0%
10 to 19 minutes	19.3%
20 to 24 minutes	12.0%
25 to 34 minutes	21.3%
35 to 44 minutes	10.5%
45 to 59 minutes	13.1%
60 to 89 minutes	8.7%
90 or more minutes	2.8%
Worked at Home	7.1%
Average Travel Time to Work (in min)	33.5

Source: ESRI

Economic Trends

Sector Trends

Employment sectors in Johns Creek generally follow trends of the Atlanta region as a whole. In terms of percentage of jobs, almost 50% of residents are employed in services, followed by Retail and FIRE. ARC employment forecasts show continued, robust growth in employment through the 2030 planning period.

Table 2.7

2007 Employed Population 16+ by Industry	
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	11.7%
Services	46.7%
Public Administration	1.5%

Source: Business data provided by InfoUSA, Omaha NE Copyright 2007, all rights reserved. ESRI forecasts for 2007.

Regional and State Context

In Georgia, trade and government account for the greatest percentage of non-farm jobs (approximately 16% each). Professional and business services and manufacturing follow with 13.4 percent and 11.2 percent, respectively. Following national trends, the number of jobs in manufacturing fell between 2003 and 2005; the information industry also lost ground during this time period dropping nearly 6%. Professional and business services, education and health services, construction, and leisure and hospitality gained between 9 percent (professional and business services) and 6.7 percent (leisure and hospitality). The trade and government sectors also added jobs. (Selig Center 2007).

Fulton County and the Atlanta Region are expected to continue to grow, although the types of industry jobs are changing. The shift in the information industry hit the Metro-Atlanta region hard. According to ARC Between 2002 and 2005, the region lost approximately 14,000 jobs in the Information sector. When the region began to rebound after 2003, jobs gained were primarily in the lower-wage sectors.

Economic Development Resources

Agencies

1. Johns Creek Chamber of Commerce <http://johnscreekchamberofcommerce.com/>

The mission of the Johns Creek Chamber of Commerce is to advance the economic, civic, educational, and cultural growth of Johns Creek, to enhance the quality of life in the community; address social issues; and to foster continuous improvements of Johns Creek as a place in which to live, work, and enjoy a healthy quality of life. To accomplish its mission, the Johns Creek Chamber of Commerce will:

- Promote the quality of life through economic, cultural, and civic participation,
- Bring quality business and leadership to the forefront,

- Provide a voice to business and the community on issues affecting economic and sustainable development, and
 - Support business leaders with resources, dialogue and a forum to grow their business through community leadership.
2. **Local Business Associations**
Business owners form organizations to act in their common interests to maintain and enhance the economic health of an area. Organizations in Johns Creek include the Johns Creek Business Association. The Johns Creek Business Association is a non-profit organization of businesses doing business in and around Johns Creek, Georgia. More information about the association, including member businesses, may be found on the website at <http://www.johnscreekba.com/>.
 3. **Greater North Fulton Chamber of Commerce**
The mission of the Greater North Fulton Chamber of Commerce is to promote and maintain a positive environment in which both the new and existing businesses can thrive. The GNFCC is a proactive non-profit business advocacy and community development organization. GNFCC fosters strong business-to-government relations, aggressively supports infrastructure improvements, and provides opportunities for businesses to strengthen their position in the community. In a leadership role, the GNFCC is able to provide one voice for all local businesses to influence decision-makers, recommend legislation, and protect the resources that make North Fulton a popular place to live. More information is available at <http://www.gnfcc.com/>.
 4. **Fulton County Economic Development Department**
Markets and promotes Fulton County through comprehensive programs designed to promote the location of new and expanding business. Marketing, Financial Services and Business Services are the three divisions of the Economic Development Department. The services provided are designed to encourage residential, commercial and industrial growth in Fulton County, thereby creating jobs and expanding the tax base.
 5. **The Metro Atlanta Chamber of Commerce**
Provides numerous economic development services in the Atlanta Region. Over the past several years, the Metro Chamber has formed public/private initiatives that address regional issues such as transportation, water resources and growth. Their work has led to the formation of the Georgia Regional Transportation Alliance and the North Georgia Water Quality Resource. More recently, the Metro Growth Quality Task Force studied population growth, housing, land use and transportation.

Education and Training Resources

There is a range of training opportunities available in Fulton County. The following agencies educate and train Fulton County's workforce:

1. **Private Assistance:** There are many social service agencies which provide job training and job finding assistance to people as well as help in taking their GED.

2. Atlanta Regional Workforce Board: The Atlanta Regional Commission coordinates the local regional workforce board which provides job training and job seeking resources to Atlanta Region residents, including Fulton County residents.
3. Vocational and Technical Schools: Numerous vocation and technical schools in the Metro Atlanta area, such as Atlanta Area Tech, teach students skills in the areas of computers; nursing and medical assistance; legal; business and office administration; massage; skin, nail and hair care; court reporting; broadcasting; aviation maintenance; truck driving; carpentry; writing; photography; art; graphic design; fashion design; modeling; merchandising; construction; real estate; psychology; foreign languages; accounting; culinary arts; appliance repair; bartending; and circus arts.
4. Fulton County Human Services Department: The Fulton County Workforce Preparation Employment Service offers a variety of services through four "one-stop" career centers and 22 electronic access network sites strategically located throughout Fulton County. Employment and training services, as well as associated supportive services are provided to area youth, adults and dislocated workers. Through these facilities, and in collaboration with numerous state and local agencies and organizations, employers and job seekers alike have access to free individualized services that link current labor market and financial information, employment readiness, skill upgrade and support services to a single unified system.
5. Electronic Access Network: The Georgia Department of Labor has developed an automated system that supports the delivery of Workforce Investment Act (WIA) services and meets WIA reporting and performance accountability requirements. These automated systems are part of Georgia's One Stop Career Network and are known in Fulton County as the Electronic Access Network Sites. Services provided include Outreach and Recruitment Assistance, Labor Market Information, Unemployment Insurance Information, Hiring Incentive Information, Tax Credit Information, Job Ready Candidates for Vacancies, Job Training Resources, Space for Interviewing Candidates, Rapid Response Information, Training Information
6. Youth Services: The Youth Services Program (provided by the Human Services Department) is designed to provide assistance to youth in obtaining vocational training and unsubsidized employment. The program targets in-school, out of school and at-risk youth. These services are provided through collaborations with existing providers. Where gaps in service exist, services are purchased through community providers.

In addition to County programs, there are also some state programs that provide job training services for qualified businesses. Georgia's QuickStart program offers businesses job training opportunities for their employees free of charge. The program is one of the state's key assets for supporting new and expanding industries. Quick Start delivers training in classrooms, mobile labs or directly on the plant floor, wherever it works best for a company. To ensure that all economic development personnel are prepared with the latest skills and strategies for workforce training, Quick Start also administers an

ongoing program for professional development, the [Certified Economic Developer Trainer](#) program. Regional Headquarters serving the Atlanta region are located in midtown Atlanta.

3. HOUSING

Housing Types & Mix

Johns Creek housing is characterized predominately by single family, detached homes (85%). Only 600 housing units in 2000 were an attached housing type. The dominance of single family homes in the City is a trend common throughout North Fulton County, which was relatively undeveloped prior to rapid suburbanization in the late 1980s and throughout the 1990s.

Table 3.1

Census 2000 Housing Units by Units in Structure and Occupancy				
	Housing Units		Occupied Units	
	Number	Percent	Number	Percent
Total	20,694	100.0%	20,061	100.0%
1, Detached	17,683	85.4%	17,401	86.7%
1, Attached	590	2.9%	577	2.9%
2	9	0.0%	9	0.0%
3 to 4	131	0.6%	131	0.7%
5 to 9	725	3.5%	668	3.3%
10 to 19	923	4.5%	806	4.0%
20 to 49	323	1.6%	240	1.2%
50 or More	261	1.3%	200	1.0%
Mobile Home	49	0.2%	29	0.1%
Other	0	0.0%	0	0.0%

Source: ESRI (Census 2000)

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.

Condition and Occupancy

In Johns Creek, most housing units are owned by their occupants as shown by the table below. In 2000, approximately 12% of all occupied units were rented and this trend is expected to continue through the next five years. Residential vacancy rates hovered around 3% and continue to do so. Of these vacancies in 2000, about one-third were rental units.

Table 3.2

Housing Units by Occupancy Status and Tenure						
	Census 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: ESRI (Census 2000)

The majority of vacant housing units in Johns Creek in 2000 were for sale or rent, while only about 13% were unoccupied despite being sold or rented. It is interesting to note that 10% of the vacant units are used for seasonal or occasional use.

Table 3.3

Census 2000 Vacant Housing Units by Status		
	Number	Percent
Total	631	100.0%
For Rent	215	34.1%
For Sale Only	204	32.3%
Rented/Sold, Unoccupied	83	13.2%
Seasonal/Recreational/Occasional Use	63	10.0%
For Migrant Workers	0	0.0%
Other Vacant	66	10.5%

Source: ESRI (Census 2000)

The bulk of housing in North Fulton, including Johns Creek, was built since 1990. Nearly 70% of all housing stock was built from 1990-2000, with another 24% built from 1980-1990. The housing in North Fulton and Johns Creek is very new compared to Fulton County and the region.

Table 3.4

Age of Housing Units North Fulton Planning Area Compared to Fulton County: 2000										
	Total	Built 1999-2000	Built 1995-1998	Built 1990-1994	Built 1980-1989	Built 1970-1979	Built 1960-1969	Built 1950-1959	Built 1940-1949	Built 1939 or earlier
North Fulton	33,034	2,360	11,106	9,176	7,810	1,416	423	396	146	200
Percent	100%	7.1%	33.6%	27.8%	23.6%	4.3%	1.3%	1.2%	0.0%	0.6%
Fulton County	98,409	3,655	17,000	16,269	26,000	17,265	11,548	4,386	1,217	1,067
Percent	100%	3.7%	17.3%	16.5%	26.4%	17.5%	11.7%	4.5%	1.2%	1.1%

Source: Focus Fulton 2025 (Census 2000, Table HO34)

Jobs Housing Balance

With 20,348 jobs and 20,746 housing units in 2000, Johns Creek jobs-housing balance ratio was nearly a 1 to 1 ratio. In 2007, the jobs to housing units (20,972 to 23,960 respectively) ratio dipped to .88:1. Generally, a ratio above 1.5 (allowing for an average of 1.5 wage earners per household) means that a community has more jobs than its own labor force can accommodate and more than likely imports its workers. Thus, the City's ratio would imply that, while the City has a strong employment number, it is making an incremental shift toward more of a bedroom community.

Cost of Housing

Johns Creek's median housing value in 2000 was \$250,675 and is estimated at \$353,936 in 2007. This is an increase of 41%, a notable increase that is not common in many housing markets.

Table 3.5

Housing Value: 2000	
Median Value	\$250,675
Average Value	\$306,656

Source: ESRI (Census 2000)

Actual housing values in 2007 provide evidence of high housing costs in the City of Johns Creek. Half of all houses in Johns Creek are valued between \$250,000 and \$499,999. Another 27% percent of all homes are valued greater than \$500,000, equating to 77% of homes valued greater than \$250,000.

Table 3.6

2007 Housing Values		
	Number	%
<150,000	796	4%
150,000 - 249,999	3,897	19%
250,000 - 499,999	10,079	50%
500,000 - 999,999	4,288	21%
\$1,000,000 +	1,142	6%
Total	20,202	100%

Source: ESRI forecast

Another way to measure housing is to examine median rents. According to census block data for Johns Creek, residents in rented housing units in 2000 paid a median gross rent of \$1,185.

By comparison, in North Fulton County the average sales price for a single family home increased from \$489,194 in 2003 to \$698,545 in 2006, an increase of 42.8%.

Housing costs that are too prohibitive can be a deterrent to employers searching to locate their companies in cities where the cost of living is comparable to their current employee salaries. (Focus Fulton 2025).

Cost-Burdened Households

HUD defines a household in need of housing assistance as any household with one or more of the following housing problems: *cost-burdened*-spending in excess of 30 percent of household income on housing, *severely cost-burdened*-spending in excess of 50 percent of household income on housing; *overcrowding* (e.g., living with more than one person per room), or occupying a unit with *physical defects* (e.g., lacking complete kitchen or bathroom facilities).

The scope of these housing problems also varies proportionately with the level of household income. Usually, as the household income decreases, the degree of housing problems increases. Extremely-low-income households are more than twice as likely to have housing problems compared to low-income households.

Data is not available at the City level, however the table below reports the number of Fulton County households and percent of households experiencing different types of housing problems and separates out cost burdened from “any housing problem” (which could include overcrowding and/or physical defects). The table organizes households into categories of those who earn 50% and 30% of the Median Family Income (MFI) and reports different types of burden for each category. To extrapolate what this means for Johns Creek, the reader should recall that the median income for Atlanta MSA was \$39,453 in 1999 and 10.1% of all Johns Creek households earned less than \$39,000; these households likely experience difficulty covering their housing costs.

The table below also shows totals for Fulton County, and this is highlighted to emphasize that 24% of all home-owners in Fulton County experience a cost burden because they dedicate 30% or more of their income to housing costs (mortgage, tax, insurance and utilities). It is also noteworthy that a greater percentage of renters (36%) than home owners dedicate a disproportionate amount of their income to housing costs.

Table 3.7

Housing Problems by Type and Income (% of Median Family Income-MFI): Fulton County 2000			
Household by Type, Income, & Housing Problem	Total Renters	Total Owners	Total Households
1. Household Income <=50% MFI	64,173	22,548	86,721
2. Household Income <=30% MFI	40,623	11,742	52,365
3. % with any housing problems	69.8	72.6	70.4
4. % Cost Burden >30%	64.2	71.2	65.8
5. % Cost Burden >50%	49.2	55.8	50.7
6. Household Income >30% to <=50% MFI	23,550	10,806	34,356
7. % with any housing problems	73.7	62.4	70.2
8. % Cost Burden >30%	65.1	60.4	63.6
9. % Cost Burden >50%	21.5	34.6	25.6
10. Household Income >50 to <=80% MFI	30,631	20,448	51,079
11. % with any housing problems	46.3	48.5	47.2
12. % Cost Burden >30%	36.4	45	39.8
13. % Cost Burden >50%	5.2	15.8	9.5
14. Household Income >80% MFI	59,212	124,077	183,289
15. % with any housing problems	13.3	14.6	14.2
16. % Cost Burden >30%	5.6	13.4	10.9
17. % Cost Burden >50%	0.6	2.4	1.8
18. Total Households	154,016	167,073	321,089
19. % with any housing problems	44	25.9	34.6
20. % Cost Burden >30	36.3	24.4	30.1
21. % Cost Burden >50	17.5	9.9	13.5

Source: U.S. Department of Housing and Urban Development/ Pond & Company

Costs Compared to Wages

The National Low Income Housing Coalition (NLIHC) provides another way of understanding the affordability gap – the wage a single-earner household would need to earn to pay for the average unit (assumed at HUD's Fair Market Rent). NLIHC reports that a worker would need to earn \$15.73 per hour to afford a two-bedroom unit while working 40 hours per week. A worker making minimum wage (\$5.15) would need to work 122 hours per week to afford the two-bedroom FMR. Many low-income residents work more than one job and much more than 40 hours per week, but frequently the gap between market and affordable rents requires such households to spend more than 30 percent of their incomes on rent.

The Georgia Department of Labor lists various occupations paying wages that do not support the two-bedroom Fair Market Rent. A comparison of various 2005 occupational wage rates is shown below.

The table below presents the housing opportunities index (HOI), as provided by the National Association of Homebuilders and Wells Fargo, for comparable metropolitan areas within the Southeast. The housing opportunities index for a given area is defined as the share of homes sold in that area that would have been affordable to a family earning the median income.

The data below compare statistics from the fourth quarter of 2000 and the fourth quarter of 2005. It suggests that Atlanta MSA households earning median income of \$69,300 could afford 75.5 percent of the homes sold in MSA in 2005, up from 69.2 percent in 2000. The increase in home affordability (for those earning the median family income) within the Atlanta MSA compared to other metropolitan areas in the region was due largely to the decline in mortgage interest rates, the slower increase in home appreciation (compared to other regions) and higher family income over the past five years. It should be emphasized that this chart only illustrates housing affordability for those earning the median family income. Housing for low-income earners making less than 80 percent of AMI (\$56,950) are still limited by cost. Table 3.9 illustrates cost burdened households.

Table 3.8

Housing Opportunities Index (HOI) for Atlanta MSA and Nearby Metropolitan Areas						
	2005 (4th Quarter)				2000 (4th Quarter)	
Metropolitan Areas	HOI	Median Family Income	Median Sales Price	Regional Affordability Rank	HOI	Regional Affordability Rank
Atlanta, GA	75.5	\$69,300	\$175,000	6	69.2	38
Jacksonville, FL	56.8	\$57,700	\$182,000	19	74.6	16
Raleigh, NC	65.1	\$69,800	\$192,000	12	62.6	51
Charlotte, NC	69.5	\$62,500	\$165,000	9	65.7	47
Greenville, SC	77.3	\$55,900	\$140,000	5	73.8	22
<i>Source: National Association of Home Builders/Wells Fargo; Bay Area Economics, 2006</i>						

Table 3.9

Household Income in 1999 by Selected Monthly Owner Costs as a Percentage of Household in 1999	Census 1999 (Tracts 114.14, 114.15, 114.08, 116.09)
Total:	14,913
Less than \$10,000	199
Less than 20 percent	0
20-24 percent	0
25-29 percent	0
30-34 percent	0
35 percent or more	150
Not computed	49
\$10,000 to \$19,999	192
Less than 20 percent	0
20-24 percent	13
25-29 percent	0
30-34 percent	15
35 percent or more	164
Not computed	0
\$20,000 to \$34,999	512
Less than 20 percent	84
20-24 percent	26
25-29 percent	17
30-34 percent	9
35 percent or more	376
Not computed	0
\$35,000 to \$49,999	748
Less than 20 percent	82
20-24 percent	32
25-29 percent	85
30-34 percent	118
35 percent or more	431
Not computed	0
\$50,000 to \$74,999	2066
Less than 20 percent	324
20-24 percent	396
25-29 percent	446
30-34 percent	366
35 percent or more	534
Not computed	0
Source: Census 2000 Summary File 4 (SF-4)	

Barriers to Affordability

Johns Creek faces several barriers to affordable housing that hinder and/or stall the provision of housing for those earning lower incomes (80 percent of AMI or below). A number of these obstacles

are common in Metropolitan Atlanta regardless of geographic location; however, there are some potential ways to mitigate or eradicate these impediments.

Increasing Land Prices and Costs of Development

An analysis of Johns Creek and Fulton County data suggests that decent housing is becoming less affordable for many residents as a result of the rapidly increasing costs of housing in the City during recent years. Escalating land prices, the increasing cost of development codes and fees, the profitability of higher priced homes, and the strong demand for larger and more expensive homes have all combined to push the cost of housing out of the affordable range for a substantial segment of the population.

Local Building Requirements

Current codes and zoning classifications offer developers in Johns Creek limited flexibility to produce adequate housing that is affordable to many moderate- and low-income families. Code items which are seen as having the most impact on housing costs include: minimum square footage; minimum lot size requirements; and certain infrastructure requirements.

Other communities around the state and nation have demonstrated that it is possible to modify development standards to permit development of more affordable housing while maintaining building and neighborhood quality. The City could evaluate the merits of zoning classifications that allow developers and builders to construct more affordable housing. Allowing smaller units at a greater density, with reduced setbacks are a few techniques for reducing the cost of development.

Burdensome Federal and State Regulations

Federal and state programs and regulations often place requirements on local jurisdictions which drive up the cost of development. They frequently do not allow the flexibility needed for local communities to devise cost efficient solutions to their particular affordable housing problems.

Lack of Public/Private Partnerships with Financial Institutions

More lender involvement in affordable housing efforts is needed.

Need for More Affordable Housing Community Awareness and Homebuyer Education

Many residents of Fulton County and Johns Creek have misperceptions of affordable housing and are not aware of the critical needs in the area for the critical workforce such as teachers, law enforcement and other vital service providers. Homebuyer Education programs are growing, but need to be strengthened and expanded.

Predatory Lending

In recent years, the incidence of subprime lending has increased dramatically across the nation. Consequently, 28 states have taken action against predatory mortgage lending in subprime markets by passing comprehensive reforms or by relying on regulations aimed at specific predatory practices. The State of Georgia has been committed to regulating the most prevalent terms of subprime loans, including points and fees, prepayment penalties, flipping projections, high-cost loan protections and loan coverages. It has seen a considerable drop in subprime loan volume from 1999 to 2004. These predatory lending practices present hindrances to the homeownership market as overextended residents pay extraordinarily high interest rates and/or ultimately lose their homes through

foreclosure. The difficulty lies in preventing predatory lending without cutting off access to mortgage loans for low-income households or those with less than perfect credit histories.

Other Obstacles

The County faces obstacles ranging from general NIMBY ["Not In My Back Yard"] attitudes to technical issues such as limited numbers of existing nonprofit housing developers or private developers willing to construct affordable housing for low-income homebuyers. Financial resources are extremely limited to help nonprofits developers enhance their internal capacity building and housing initiatives.

Special Needs Housing

At this time, special needs housing data is only available at the county level. Fulton County has several special needs populations with particular housing needs, including elderly, frail elderly, persons with severe mental and physical disabilities, substance abuse, and those with HIV/AIDS. Households may have one or more persons with these special housing needs. Comparable data are not available at the city level; however, it is assumed that the City represents a very small portion of the County's special needs population at this time. Since data is not available at the city level, there is no accurate way to assess whether the needs of these populations within the city are being met through City and County services. Fulton County has the largest population and probably one the most diverse in Georgia. Many County residents have special housing needs. This section provides a brief overview of special needs housing as presented in Focus Fulton 2025. The interim Comprehensive Plan did not address special housing needs, and it is recommended that City work to inventory the local special needs population.

Elderly and Frail Elderly

This population includes those persons 65 years of age or older, with incomes up to 80 percent of AMI, spending more than half of their incomes on housing. Typically, an elderly person should have reasonably good health and mobility, be fairly active, have some discretionary income from pensions/retirement funds, and not need assistance to manage their affairs.

Frail elderly is defined as those individuals with two or more "personal care limitations". These are physical or mental disabilities that substantially limit one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying. Frail elderly often require some type of supportive living arrangement such as an assisted living community, skilled nursing facility, or an independent living situation with in-home health care. Individuals under the age of 75 may be frail elderly if their health/mobility is seriously limited.

With fixed and/or reduced incomes, the affordability of elderly-occupied housing is an important issue. HUD (2000) estimates nationwide, that 30% of elderly households pay more than 30% of their income for housing and 14% pay more than 50% toward housing. HUD reports that millions of elderly households live in housing that is in substandard condition, or fails to accommodate their physical capabilities or assistance needs. Lower-income elderly households, in particular, are more likely to live in physically substandard housing. Elderly households age 85 and over are particularly vulnerable to the above mentioned housing problems.

Housing needs for the elderly are multifaceted. A comprehensive approach is necessary to adequately address the housing needs of the elderly. There are a variety of facilities and services available for the elderly and the frail elderly in Fulton County. Several of these are located in very close proximity to Johns Creek. There are facilities including Senior Centers, Retirement Communities, and Adult Day Care located as close as Alpharetta.

Persons with Disabilities

The U.S. Census defines persons with mental disabilities as those with a condition that substantially limits one or more basic mental activities such as learning, remembering, and concentrating. This definition is quite broad, encompassing all types of individuals with varying degrees of mental ability.

The Census defines persons with physical disabilities as those with a condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying. This definition encompasses a wide spectrum of people, including those in wheelchairs or in need of a mobility device for support, those with sensory or respiratory discrepancies that impair short-term or long-term mobility, and those who require assistance with dressing or eating.

The Fulton Regional Mental Health, Mental Retardation, and Substance Abuse Board (Fulton MHMRSA Regional Board) provides a comprehensive assessment of the demographic description and estimate of need of persons with mental and developmental disabilities and substance abuse problems. According to their FY 2001 Annual Plan, there are an estimated 52,864 adults and children with severe emotional disturbance (SED), serious mental illness (SMI), or mental retardation and other developmental disabilities (MR/DD). Of the estimated population, a little over one-fourth (13,619) depend on public sector resources.

While figures regarding the housing costs of persons with disabilities in Fulton County are not available, it can be assumed that the majority of this population spends over 50% of their income on housing. The National Low Income Coalition (1999) reports that people with disabilities receiving SSI are among the lowest income households in the country and that there is not a single housing market area in the United States where a person with a disability receiving SSI benefits can afford to rent a modest efficiency apartment.

There are seven mental health, mental retardation & substance abuse service providers that are physically located within Fulton County, outside the Atlanta city limits. At least two of these are located very proximate to Johns Creek in Roswell, and other locations in north Atlanta/Sandy Springs.

Mental Illness

There are an estimated 30,732 persons in Fulton County (including Atlanta) who are severely mentally ill. Approximately 31% are in need of public sector mental health services. Approximately 5,300 individuals are receiving some public services.

Persons with Alcohol or Substance Abuse Problems

Individuals with chemical dependencies are often unable to maintain permanent housing. Without supportive services to help them beat their addictions, many are at risk of becoming homeless.

Domestic Violence

In Fulton and DeKalb Counties and the City of Atlanta, an estimated 500 individuals and 995 families with children are in need of emergency shelter from domestic violence. There are two certified shelters for women and children fleeing domestic violence in South Fulton and none in North Fulton.

Persons with HIV/AIDS

Using current national statistics, 1 in every 250 persons is HIV-positive. When applying the national statistics to Johns Creek, the estimated number of HIV-positive persons in the City would be approximately 280. Since this is a relatively small number of persons, it is assumed that Fulton County's programs address these needs at the current time and will continue to do so throughout the next 10 to 20 years.

The Focus Fulton plan provides in depth information on all services available to the special needs housing population.

4. NATURAL AND CULTURAL RESOURCES

Environmental Planning Criteria

PART V Requirements have been adopted and are enforced in the City of Johns Creek.

Protected Mountains

In the Georgia Department of Natural Resources Rules for Environmental Planning Criteria, protected mountains are defined as all land area 2,200 feet or more above mean sea level, that has a percentage slope of 25 percent or greater for at least 500 feet horizontally, and includes the crests, summits, and ridge tops which lie at elevations higher than any such area. The City of Johns Creek does not contain any land forms that are classified as protected mountains.

Protected Rivers

This section includes protected rivers and river corridors as defined in the Rules for Environmental Planning Criteria. In DNR's Rules for Environmental Planning Criteria, Protected River means any perennial river or watercourse with an average annual flow of at least 400 cubic feet per second as determined by appropriate U.S. Geological Survey documents. River corridors are of vital importance in order to preserve those qualities that make a river suitable as a habitat for wildlife, a site for recreation and a source for clean drinking water. River corridors also allow the free movement of wildlife from area to area, help control erosion and river sedimentation, and help absorb flood waters.

There is one protected river in the city, the Chattahoochee River, which is the southeast boundary of the City of Johns Creek (coincident with that of Fulton County with Gwinnett County). The Chattahoochee River and its tributaries fall under the protection of the Metropolitan River Protection Act. The Metropolitan River Protection Act provides for the development of comprehensive plans and regulations for the protection of any major stream which constitutes the primary source of public water supply in each Standard Metropolitan Statistical Area of the State having a population of more than 1,000,000. No land-disturbing activities may occur in the 35 foot riparian buffer along the main stem of the Chattahoochee River and along all tributaries within 2,000 feet of the river. In addition, the Chattahoochee River is protected by the Tributary Protection Act and the Georgia Mountain and River Protection Act. These include provisions for protecting the river's water quality by limiting the amount of impervious surface and clearing along the river and its tributaries. These protection measures apply to the section of the river from Buford Dam to Peachtree Creek.

The Interim Comprehensive Plan recommends that the City of Johns Creek should address this challenge by providing a *comprehensive river protection plan* which should include educational outreach. Outreach endeavors should be focused on educating the citizens of Johns Creek on proper environmental stewardship in protecting and preserving the Chattahoochee River. Moreover, citizens should be educated on preventing nonpoint source pollution from adversely affecting these resources through lifestyle changes and water conservation principles.

Groundwater Recharge Areas

Groundwater recharge areas are portions of land where water is taken into the ground to replenish aquifers, the underground holding tanks of groundwater. These areas are especially sensitive to hazardous substances, as their pollution could contaminate local drinking water. Groundwater Recharge Areas are protected by various restrictions enforced by the Georgia Department of Natural Resources. There is one large groundwater recharge area that lies under part of Johns Creek; the west/northwest portion of the city along its border with the City of Alpharetta is impacted by the location of this recharge area. Special land use considerations may be warranted in the area in order to appropriately protect this important resource.

Water Supply Watersheds

There are two main water supply watersheds in the City of Johns Creek, as shown on the Environmental Criteria Map on the following page and defined in the Rules for Environmental Planning Criteria. A watershed is defined as a ridge dividing two drainage areas and the area drained by a river. The Georgia Department of Natural Resources (DNR) defines water supply watershed as the areas of land upstream from government owned public drinking intakes or water supply reservoirs. DNR has two categories of watersheds – large (more than 100 square miles) and small (fewer than 100 square miles).

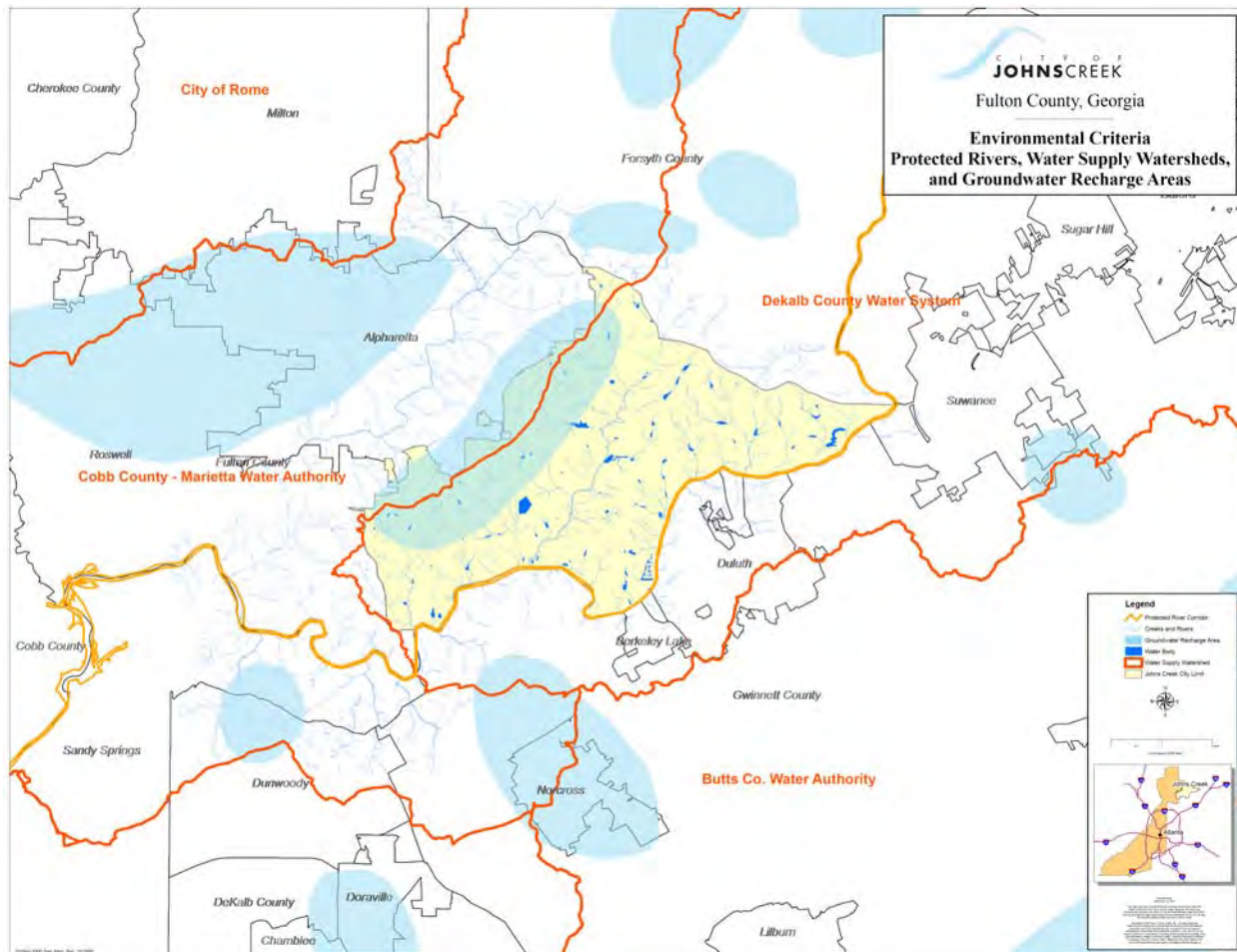
Water supply watersheds are vulnerable to direct and indirect development activities. Development in the watershed threatens the long term water quality of the watershed. As part of the Georgia Planning Act, DNR developed minimum criteria for the protection of watersheds and water supply. To protect water supply and watersheds in Fulton County, the DNR watershed protection measures were adopted by the Fulton County Board of Commissioners and incorporated in the County's Water Supply Watershed Protection Ordinance. The City of Johns Creek adopted the same regulations in November-December 2006.

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

Existing programs and initiatives provide both educational and community outreach to increase awareness about protecting and improving the quality of Fulton County's public water supply resources. These programs and initiatives address the need for the citizens of Fulton County to help maintain and manage the existing public water supply sources within the County. Through the use of presentations, hands-on demonstrations, interactive displays, games, essay contests, etc., the County has designed its education outreach programs to address the following areas: Water Conservation Practices, Water Quality Monitoring, Adopt-A-Stream, Storm Drain Stenciling, Household Hazardous Waste, and lawn care (Xeriscape and Composting).

The Environmental Criteria Figure on the following page shows the location of Protected Rivers, Water Supply Watersheds, and Groundwater Recharge Areas as well as the location and required buffer for the Chattahoochee River in Johns Creek.

**FIGURE: ENVIRONMENTAL CRITERIA- PROTECTED RIVERS, WATER SUPPLY WATERSHEDS
AND GROUNDWATER RECHARGE AREAS**



Water Protection Regulations and Policies

In order to provide a regional approach to water protection, the Metropolitan North Georgia Water Planning District established model ordinances for use each county and all cities within a 16 county metropolitan area. The purpose of the model ordinances is to give local governments tools that effectively address stormwater management issues. Local governments in the district are required to implement the model ordinances. Johns Creek has adopted the ordinances as mandated.

- Post-Development Stormwater Management for New Development and Redevelopment
- Stream Buffer Protection
- Conservation Subdivision/Open Space Development
- Illicit Discharge and Illegal Connection
- Litter Control
- Floodplain Management/Flood Damage Preservation

Post-Development Stormwater Management for New Development and Redevelopment

This ordinance establishes minimum requirements and procedures to control the adverse effects of increased post-development stormwater runoff and nonpoint source pollution associated with new development and redevelopment. Proper management of post-development stormwater runoff will minimize damage to property and infrastructure, safeguard the public health, safety, environment and general welfare of the public, and protect water and aquatic resources. The ordinance requires that new development and redevelopment maintain the pre-development hydrologic response in their post-development state as nearly as practicable in order to reduce flooding, streambank erosion, nonpoint source pollution and increases in stream temperature, and maintain the integrity of stream channels and aquatic habitats. It also establishes minimum post-development stormwater management standards and design criteria for the regulation and control of stormwater runoff quantity and quality, and includes design and application criteria for the construction and use of structural stormwater control facilities. Other ways this ordinance regulates stormwater facilities include encouragement of the use of nonstructural stormwater management and stormwater better site design practices, establishment of provisions for the long-term responsibility and maintenance of structural stormwater control facilities and nonstructural stormwater management practices; and, establishment of administrative procedures for the submission, review, approval/disapproval of stormwater management plans.

Stream Buffer Protection

Fulton County adopted regulations for wider stream buffers in compliance with the North Georgia Water Planning District mandate on May 4, 2005. Subsequently, the City of Johns Creek adopted these regulations upon incorporation. The regulations require undisturbed buffers and impervious surface setbacks to adjacent streams. Streams in all watersheds within the City of Johns Creek shall require a minimum 50-foot undisturbed buffer on each side of the stream, as measured from top of bank an additional 25-foot setback shall be maintained adjacent to the undisturbed buffer in which all impervious cover shall be prohibited. Stormwater retention or detention facilities are prohibited within the stream channel.

Conservation Subdivision/Open Space Development

The County did not have a Conservation Subdivision Ordinance in effect for the area comprising the City of Johns Creek at the time of incorporation; therefore the City of Johns Creek does not have a Conservation Subdivision Ordinance. As more agricultural and forestlands are lost to ongoing development, it will become imperative that the City focus some efforts on mitigating the loss of forestland and agricultural uses.

Illicit Discharge and Illegal Connections

The Illicit Discharge and Illegal Connection Ordinance prohibit the drainage of anything other than stormwater in the City's storm sewer system. These guidelines intend to prevent water pollution by protecting the drainage into the County's bodies of water.

Litter Control

The County did not have a Conservation Subdivision Ordinance in effect for the area comprising the City of Johns Creek at the time of incorporation; therefore the City of Johns Creek does not have a Conservation Subdivision Ordinance. It is important to enact this ordinance in order to protect the effectiveness of the stormwater collection systems.

Soil Erosion and Sedimentation

Johns Creek's Soil Erosion and Sediment Control Ordinance regulates erosion control practices on parcels where land is being disturbed and protect streams from excessive sediment. It requires that development is in accordance with "best management practices" to minimize the disruption of soils and control erosion. The State's model ordinance applies specifically to protection of rivers and streams not under the protection guidelines of MRPA. It serves as a guide for local governments to incorporate the use of vegetative buffers for developments up gradient from streams and tributaries.

Impaired Streams

Some of the City's streams are on Georgia's 303(d) list of impaired and polluted streams. Bodies of water are classified as either partially supporting use, meaning 11-25% of samples collected do not meet a standard for use, or not supporting use, meaning more than 25% of samples do not meet the standards for a pollutant. The table on the following page lists Johns Creek as an impaired body of water in the City of Johns Creek in 2006; the impairment is caused by an elevated level of Fecal Coliform bacteria. Most polluted water bodies do not reach pollutant standards for Fecal Coliform Bacteria; but are classified as not supporting, meaning they do not meet the standards for their designated use. Johns Creek is classified as not supporting its designated use of fishing. State guidelines require actions be taken to alleviate the unsatisfactory pollutant levels of all partially supporting or non-supporting water bodies. Failing septic systems and the subsequent leakage may be one contributing factor to Fecal Coliform bacteria found in impaired and polluted water bodies. Further information on the 2006 303(d) list may be found at: http://www.gaepd.org/Files_PDF/305b/Y2006_303d/Y2006_Streams.pdf

Reach Name / Data Source	Reach Location / County	Evaluation / Use	Criterion Violated	Potential Causes	Actions to Alleviate	303(d) Priority	Extent
Johns Creek	Headwaters to Chattahoochee River	Not Supporting	FC	UR	Urban runoff is being addressed in the EPD Stormwater Management Strategy for metropolitan Atlanta. An areawide stormwater permit was reissued in 2004.	3	3 4 miles
10	Fulton	Fishing					

Other Environmentally Sensitive Areas

Flood Plains

Johns Creek/Fulton County uses the following definition of a floodplain: any area susceptible to flooding which has at least a 1% probability of flooding in any given year. Construction and development within floodplains is restricted to the following uses: public parks, agriculture, dams, bridges, parking areas, public utility facilities, and outdoor storage.

The City's Floodplain Management Ordinance was first adopted in 2006. The purpose of the ordinance is to promote public health, safety, and welfare by minimizing development in areas subject to flooding. Within the areas that have a 1% chance of flooding in a given year, no construction is allowed that would change the flood characteristics of the body of water or create hazardous velocities. New construction of residences or other buildings is not permitted within the floodplain. Residential properties adjacent to the floodplain must be at least three feet above the level of the highest base flood level. Non-residential properties adjacent to the floodplain must be at least one foot above the level of the highest base flood elevation. These regulations protect the City's waterways and limit development from encroaching on hazardous areas.

Wetlands

Johns Creek, though a new City, is also rapidly growing and changing. With this growth and change may come increasing pressure to develop near wetlands. Developers can drain or fill wetlands to create more desirable land for development, but the environmental consequences of such actions are detrimental to the City. Georgia currently has no specific legislation protecting wetlands, so protecting wetlands is responsibility of the Army Corps of Engineers. The Corps regulates drainage or filling of wetlands and protects navigation channels. Development of wetlands is prohibited unless there is no practical alternative, and even then the environmental consequences must be mitigated.

Steep Slopes

This section includes discussion of steep slopes, where the slope of the land is steep enough to warrant special management practices. Steep slopes are important for their scenic quality and for their hazard potential due to erosion or slippage. Generally, steep slopes greater than 15% in Fulton County are scattered along the Chattahoochee River. In Johns Creek, steep slopes are primarily located along Johns Creek and the Chattahoochee River, as shown in the figure on page 38.

Steep slopes are unique natural areas. Vegetation in steep slopes provides not only wildlife habitat but also natural beauty. Wildlife exists in relative safety due to the limited accessibility of such sites. The naturally occurring vegetation on such sites also stabilizes the slopes, preventing severe erosion or landslides. In addition, such slopes often serve as natural boundaries and buffers between land

uses or districts in a community. Changing the character of a slope can thus bring adjacent incompatible land uses into more direct conflict.

The City of Johns Creek has no ordinance to protect steep slopes. The City enforces slope stability during new development activities through its Soil Erosion and Sedimentation Ordinance because steep slopes are subject to degradation from land disturbance activities. Cutting of existing steep slopes to make a hilly site suitable for typical land development may alter the terrain.

FIGURE: ENVIRONMENTAL CRITERIA- FLOODPLAINS AND WETLANDS

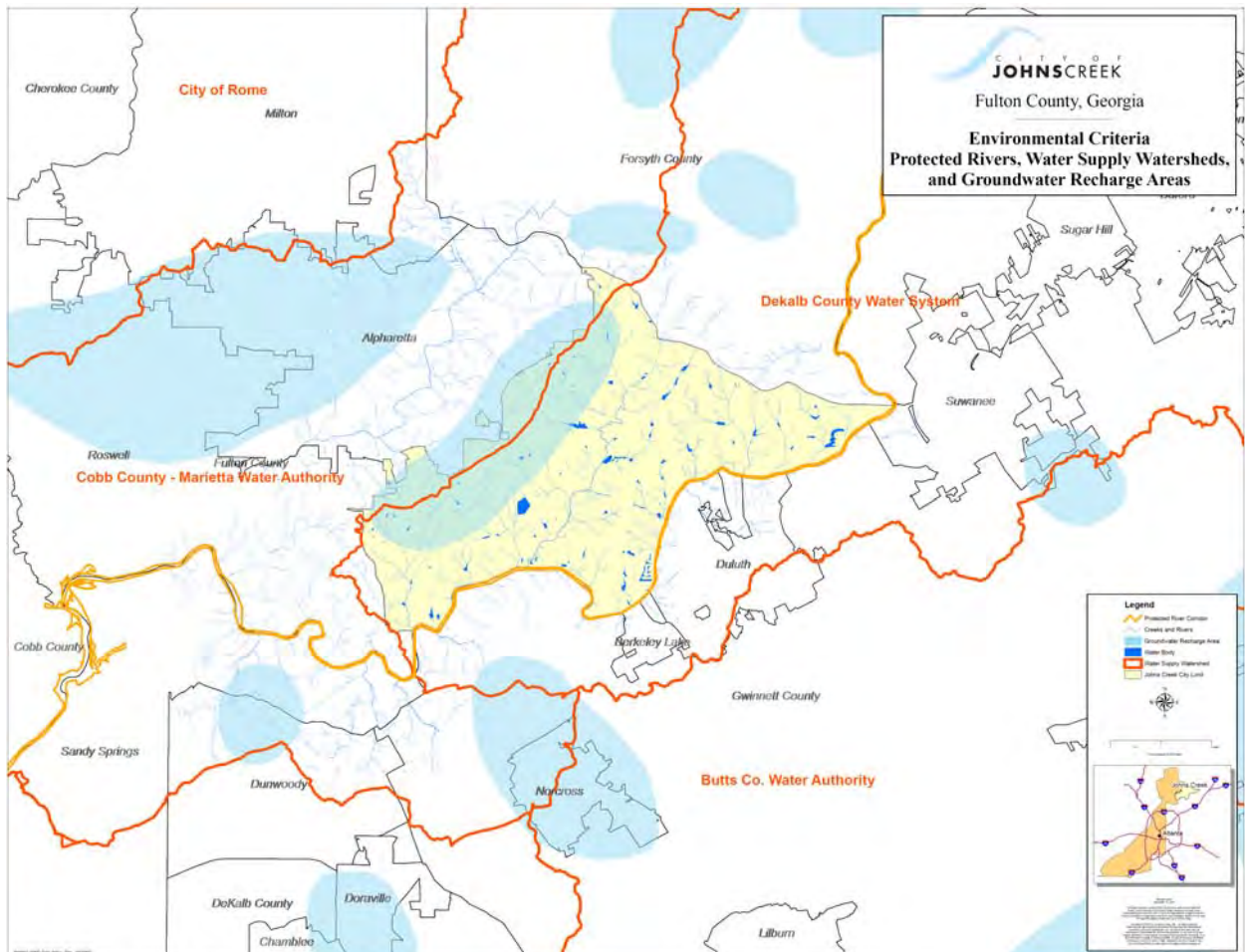
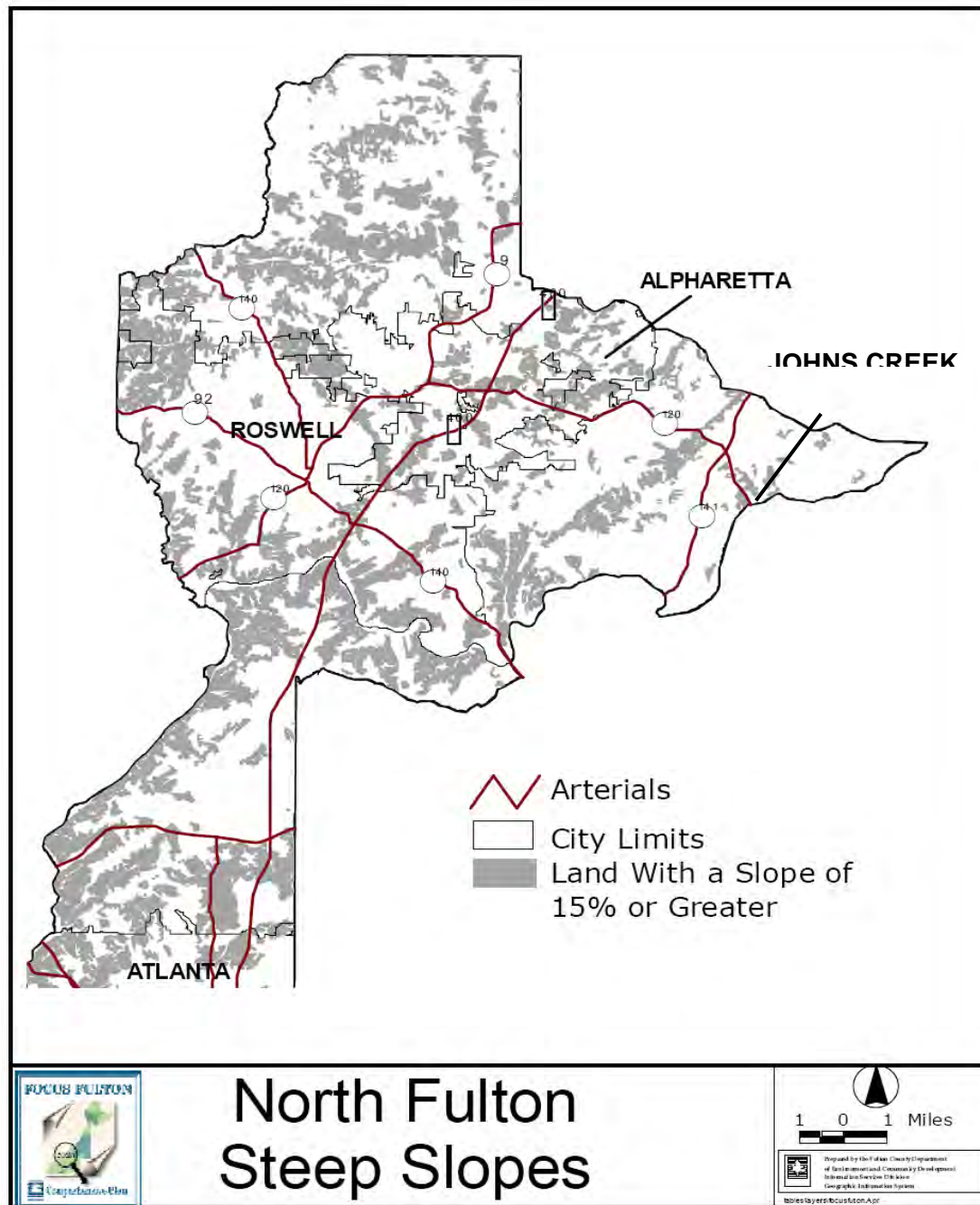


FIGURE: STEEP SLOPES



Source: Focus Fulton 2025

As steep slopes are generally more prevalent along stream banks and tributaries, their disturbance poses adverse affects to stream banks, by increasing the likelihood of stream bank erosion and degradation. Current stream buffer requirements limit disturbance of steep slopes existing along stream banks.

Although the Soil Erosion and Sedimentation Ordinance requires steep slope stabilization, it does not provide technical guidelines for preserving and protecting steep slopes. Thus, a policy and ordinance containing technical guidelines for preserving and protecting steep slopes should be adopted. The ordinance should first classify slopes categorically from least to greatest slope percentage. Actions: Classify slopes, limit grading, cutting, and stabilizing controls by category. The ordinance should have a protection clause, which prevents steep slopes from being disturbed in certain areas.

Soils

This section includes soil types in terms of their suitability for development. There are five predominant soil types in the City of Johns Creek. These are Conagaree-Chewala-Wickam, Cecil-Lloyd-Appling, Appling-Cecil, Lloyd-Cecil-Madison, and Madison-Louisa.

a. *Conagaree-Chewala-Wickam*

These soils are predominant along the Chattahoochee River and its tributaries. This area is characterized by well-drained slopes along the Chattahoochee River. However, along smaller streams; drainage is somewhat poor due to the build up of sediment and the presence of vegetation.

b. *Cecil-Lloyd-Appling*

These soils are located primarily east of the Chattahoochee River. This area is characterized by well drained rolling and hilly uplands. However, this soil is subject to moderate to severe erosion.

c. *Appling-Cecil*

These soils are located throughout Fulton County, particularly from Adamsville to the city of Atlanta and upland of the Chattahoochee River south of Utoy Creek. Appling- Cecil soils are well drained and occur on hilly uplands primarily used for pasturelands.

d. *Lloyd-Cecil-Madison*

These soils are located east of the Chattahoochee River north of Utoy Creek and north of Camp Creek. Moreover, they are well drained and occur on rolling and hilly uplands.

e. *Madison-Louisa*

These soils are rare in Southwest Fulton and are found on steep V-shaped valleys, sharp ridges these soils are well drained.

Sedimentation runoff is the primary adverse impact to the degradation of quality topsoil surfaces. Sedimentation runoff is mainly generated through land disturbing activities such as clearing, grading, excavation, and dredging. The removal of topsoil vegetation (i.e. trees, shrubs, and low growing ground cover) leaves most soils susceptible to runoff.

To mitigate the adverse affects of sedimentation runoff, Johns Creek adopted the Soil Erosion and Sedimentation Ordinance discussed above. In order for Johns Creek to effectively implement this ordinance, personnel staffing of inspectors should be proportional to land development and growth.

Plant and Animal Habitat

The U.S Department of the Interior, Fish and Wildlife Service defines habitat as a combination of environmental factors that provides food, water; cover and space that living beings need to survive and reproduce. Habitat types include: coastal and estuarine, rivers and streams, lakes and ponds, wetlands, riparian areas, deserts, grasslands/prairie, forests, coral reefs, marine, perennial snow and ice, and urban areas.

Although current City of Johns Creek's policies, ordinances, and regulations address tree protection and coverage, there may be a need for plant and animal habitat protection. These habitats are vulnerable to land development and are in danger of becoming permanently altered or completely lost because of sporadic land development in and around ecologically sensitive areas. Ecologically sensitive areas include wetland, forests, and river corridor, and plant and animal habitats. Habitats specific to any endangered or threatened species should also be carefully protected. Currently, endangered and threatened species are listed only by County; however, the county level should provide a close enough look at species that may be endangered in Johns Creek as listed in the table on the following page.

To counteract negative or potentially negative impacts on the habitats of these plants and animals, the City of Johns Creek may decide to conduct an inventory to identify ecologically sensitive plant and animal habitats. Moreover, policies should be generated along with planning criteria to regulate future land development surrounding these areas.

Listed Species in Fulton County (updated May 2004)				
Species	Federal Status	State Status	Habitat	Threats
Bird				
Bald eagle <i>Haliaeetus leucocephalus</i>	T	E	Inland waterways and estuarine areas in Georgia.	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.
Invertebrate				
Gulf moccasinshell mussel <i>Medionidus pencillatus</i>	E	E	Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots	Habitat modification, sedimentation, and water quality degradation
Shiny-rayed pocketbook mussel <i>Lampsilis subangulata</i>	E	E	Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay	Habitat modification, sedimentation, and water quality degradation
Fish				
Bluestripe shiner <i>Cyprinella callitaenia</i>	No Federal Status	T	Brownwater streams	
Cherokee darter <i>Etheostoma scotti</i>	T	T	Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.	Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality
Highscale shiner <i>Notropis hypsilepis</i>	No Federal Status	T	Blackwater and brownwater streams	
Plant				
Bay star-vine <i>Schisandra glabra</i>	No Federal Status	T	Twining on subcanopy and understory trees/shrubs in rich alluvial woods	
Piedmont barren strawberry <i>Waldsteinia lobata</i>	No Federal Status	T	Rocky acedid woods along streams with mountain laurel; rarely in drier upland oak-hickory-pine woods	

Source: http://www.fws.gov/athens/txt/counties_endangered.html#F

Parks, Recreation Facilities, and Open Space

The citizens of northern Fulton County established the City of Johns Creek for a number of reasons, but high on the list were needs for more parks, improved recreation facilities, and conservation of additional

open space. During the election process for the first Johns Creek City Council, a majority of candidates and the single, unopposed candidate for mayor cited additional parks and recreation facilities as one of the three most pressing needs for the new city.

One standard approach to evaluating the need for new parks is to calculate the acres of parkland per 1,000 residents. In 2007 Johns Creek had approximately 70,050 residents and 200 acres of City parkland for a ratio of 2.86 acres of parkland per 1,000 residents. For comparison, the 1983 National Recreation and Park Association (NRPA) minimum “core” standard for local parkland is a range from 6.25 to 10.5 acres per 1,000. A recent inventory of metropolitan Atlanta greenspace found 7.40 acres of local parkland per 1,000 residents, while Fulton County (as a whole) had 7.46. By any reasonable standard the City of Johns Creek has a substantial need for additional parks and recreation facilities.

The development of the Johns Creek Green Plan will follow the general outline of the methodology described in the *1983 National Recreation Park Association Standards and Guidelines*. In 1995 the NRPA issued a revised document; however, the 1995 version dropped numerical standards and replaced them with a complex and difficult survey-based approach. These standards will not be used as absolute numbers; rather they will serve as a basis for the initial assessment, then as a starting point for discussion with the Green Plan advisory committee and the larger public.

Assessment of Parkland

This assessment focuses on public parks and major recreation facilities. The citizens of Johns Creek are fortunate to benefit from an extensive amount of privately-owned greenspace and a substantial number of private recreation facilities. These include golf courses, open space in subdivisions, land protected by conservation easements, private swim and tennis clubs, and recreation programs provided by faith communities. It would be difficult and expensive to conduct a full inventory of these lands and facilities, but it is clear that a considerable number of Johns Creek residents are currently served by private, rather than public, recreational resources.

The City of Johns Creek currently owns four parks totaling 200.7 acres. See Figure G1 for the location of these parks and other major recreation facilities. The four City parks are:

Autrey Mill Nature Preserve and Heritage Center



Autrey Mill Nature Preserve and Heritage Center is located at 9770 Autrey Mill Road across from Country Club of the South. It has 46 acres of ravine forest, with more than a mile of walking trails which wind past a scenic creek with rocky shoals, picturesque cliffs, mature trees, wildflowers, native plants and animal life. Owned by the City of Johns Creek, the non-profit Autrey Mill Nature Preserve Association manages the Park programs and provides year-round

nature, historic, and scout badge programs and camps.

Newtown Park

Newtown Park (a City park) is located at 3150 Old Alabama Road, directly across the street from the Fulton County Fire Station. Facilities include 2 softball/baseball fields, 3 soccer fields, 6 tennis courts, 2 outdoor basketball



courts, a 2-mile multi-use path, 13 picnic pavilions, a dog park and a small lake. The non-profit Newtown Recreation manages the Park athletic programs. Spring and fall sports seasons include baseball, soccer, flag football and lacrosse. It is 52 acres in size.

Ocee Park

Ocee Park is a 37 acre City park located at 10900 Buice Road at the corner of Kimball Bridge Road. Facilities include 7 softball/baseball fields (lighted), a pavilion, playground, 4 picnic shelters, two outdoor basketball courts, two sand volleyball courts, and walking/jogging track. The non-profit Ocee Park Athletic Association manages the youth baseball and softball programs for boys and girls 5 to 16 years old as well as programs for special needs children.



Shakerag Park

Shakerag Park (a City park) is 66 acres. It is located adjacent to River Trail Middle School at 10795 Rogers Circle. Facilities include a playground, restrooms, a 3-acre park, three pavilions, a track, a football field and a multipurpose field about the size of two football fields.



Chattahoochee River National Recreation Areas

In addition to local parks, the City of Johns Creek is fortunate to have multiple segments of the Chattahoochee River National Recreational Area (CRNRA) within its boundaries.



The [Chattahoochee River National Recreation Area](#) (a National Park) is spread over a 48-mile section of the Chattahoochee River. It consists of 16 different areas or units beginning below Lake Lanier dam in Forsyth County and ending at Peachtree Creek in metro Atlanta. The following areas are located within or partially within Johns Creek.

Jones Bridge Unit

The Jones Bridge section has 183 acres in Johns Creek. In addition to the extensive outdoor amenities offered at the Jones Bridge Unit of the NRA, The Chattahoochee River Environmental Education Center (C.R.E.E.C) is located adjacent on Barnwell Road. The Education Center focuses on hands-on teaching.



- Trails, boat launch (motor, canoe & raft), picnic tables, restrooms, wheelchair-accessible
- Off Barnwell Road, 1.6 miles north of Holcomb Bridge Road

Medlock Bridge Unit

The Medlock Bridge section includes 187 acres:

- Trails, boat launch (motor or canoe), picnic tables
- On GA 141 / Medlock Bridge Road, 3.6 miles north of Holcomb Bridge before crossing the river

Abbotts Bridge Unit

The Abbotts Bridge section spans both sides of the Chattahoochee River and includes 207 acres in Johns Creek; all Abbotts Bridge trails and recreational facilities are located on the Gwinnett side of the river.

- Trails, boat launch (motor or canoe), picnic tables, picnic pavilion, restrooms
- On Abbotts Bridge Road, 7.8 miles east of Old Milton Parkway, just east of the Chattahoochee River

McGinnis Ferry Unit

- Undeveloped / no services
- Near the Forsyth County border

The Johns Creek portions of the CRNRA total 578 acres of beautiful, largely riverfront land with a broad range of recreational facilities. More information and maps to each section of the NRA may be found at: <http://www.nps.gov/chat/planyourvisit/maps.htm>

These recreation areas are regional and national resources and therefore they should not be included in the local parkland totals for Johns Creek. In fact, the NRPA recommends 5 to 10 acres per thousand of regional parkland beyond the local standard of 6.25 to 10.50 acres. For a current population of 70,050 this would translate into 470 to 940 added acres, a range within which the Johns Creek CRNRA land area falls.

The 1983 NRPA guidelines classify local parks into three types: Mini-parks, neighborhood parks, and community parks.

Mini-parks are small parks that address highly local recreational needs. The NRPA recommends that mini-parks be between 2,500 square feet and one acre in size. They have a service area of less than ¼ mile and are best located within neighborhoods and in close proximity to apartments, townhomes, and other high-density areas. The NRPA recommends ¼ to ½ acres of mini-parks per 1,000 residents.

Neighborhood parks serve as the recreational and social focus of a neighborhood and are areas for intense recreational activities. NRPA recommends that neighborhood parks should be a minimum of fifteen acres. They usually serve a single neighborhood within a ¼ to ½ mile radius and a maximum population of 5,000. For each 1,000 residents there should be 1.0 to 2.0 acres of neighborhood parks.

Community parks are intended to meet diverse needs for both active and passive recreational activities. They serve several neighborhoods in a 1 to 2 mile radius and are 25 or more acres in size. For each 1,000 residents there should be 5.0 to 8.0 acres of community parks.

According to the NRPA classification, the four existing Johns Creek parks are all community parks, and at present the City has no mini-parks or neighborhood parks. Table 4.1 summarizes the current

Johns Creek park system and compares it to the 1983 NRPA minimum standards for a core system of parks using a currently estimated population of 70,050 and a future planning population of 94,304.

Table 4.1 Summary of Johns Creek parkland and NRPA standards

	Mini-Parks	Neighborhood Parks	Community Parks	Total Local Parkland	Regional Parks
Current acres of parkland	0	0	201	201	578
NRPA low-end minimum standard (acres per 1,000 population)	0.25	1.00	5.00	6.25	5.00
NRPA high-end minimum standard (acres per 1,000 population)	0.50	2.00	8.00	10.50	10.00
Current acres of parkland required for low-end of minimum standard	18	70	350	438	350
Current acres of parkland required for high-end of minimum standard	35	140	560	736	701
Future acres of parkland required for low-end of minimum standard	24	94	472	589	472
Future acres of parkland required for high-end of minimum standard	47	189	754	990	943

Assessment of Recreation Facilities

The four current Johns Creek parks contain a number of major recreation facilities. Table 4.2 shows the current facilities by park.

Table 4.2 Current City of Johns Creek major recreation facilities

Facility Type	Autrey Mill Preserve	Newtown Park	Ocee Park	Shakerag Park	Total
Softball/baseball fields		2	8		10
Soccer fields		3		3	6
Tennis courts		6	2		8
Basketball courts (outdoor)		2	2		4
Trail miles	1	0			1
Running track miles		2	1		3
Dog park		1			1
Picnic facilities		13	4	3	20

The 1983 NRPA guidelines also contain population-based standards for major recreation facilities. Table 4.3 lists these standards and applies them to the current Johns Creek population of 70,050, and a future projected population of 94,304.

Table 4.3 NRPA standards applied to Johns Creek current and projected population

Facility Type	NRPA Standard	Number Currently Available	Number Needed to Serve Current Population	Number Needed to Serve Future Population
Softball/baseball fields	1 per 2,500	10	28	38
Soccer fields	1 per 10,000	6	7	9
Tennis courts	1 per 2,000	8	35	47
Basketball courts	1 per 5,000	4	14	19
Football fields	1 per 20,000	0	4	5
Pools	1 per 20,000	0	4	5
Tennis courts	1 per 2,000	6	35	47
Gymnasium	1 per 10,000	0	7	9
Running track	1 per 20,000	1	4	5

The NRPA facility standards should not be considered as absolute numbers, but rather starting points for discussion. Different areas have varied preferences for different types of facilities, so the actual number of recommended facilities in the final plan will be determined through participatory processes.

Assessment of Greenways

In September 2006, after several years of work, Fulton County published the Johns Creek Greenway Master Plan. Because the plan was developed by Fulton County before the incorporation of the City of Johns Creek, the Greenway Plan study area boundaries do not correspond with the present City boundaries. The westernmost point of the study area is the intersection of Jones Bridge Road and Old Alabama road, and the study area extends eastward to include nearly all the area of Fulton County southeast of Jones Bridge Road and northeast of Old Alabama Road, an area of about 13 square miles. The plan designated about 25 miles of multi-use trails and sidewalks in three priority groups, with a total cost of \$5.7 million.

The City of Johns Creek has designated a number of multi-use trails, although it did not adopt the Greenway Plan itself. There are about 10 miles of completed trails, including 5 miles in the Jones Bridge section of the Chattahoochee River National Recreation Area, 3 miles on State Bridge Road, and 1 mile on Bell road. About 12 additional miles of trail have been designated priority A, 2 miles priority B, and 14 miles priority C. A little over 16 miles have already been programmed. See Figure G2 for a map of the currently adopted trail system.

The City is fortunate to have inherited an ongoing, citizen-led trails effort. However it should be noted that the City's current trails system does not connect to either Ocee Park or the Jones Bridge section of the CRNRA. Linkage with Ocee Park would enable walker, runners, and bicycle riders to gain direct access to the park's recreational facilities, and a connection with the Jones Bridge portion of the CRNRA would be especially valuable because of the 5 miles of natural trails within that section of the CRNRA.

Assessment of Conservation Lands

In January 2007, the City of Johns Creek adopted an Interim 2025 Comprehensive Plan based upon the Fulton County 2025 comprehensive plan. Four of the land use categories in the Interim Johns Creek plan are relevant for conservation. They are described in the Interim Plan as:

Open Space: The open space category includes land that is mainly undeveloped, contains some recreational uses and some natural resources. It does not include land uses for buffers and landscaped strips. This is a new land use category developed as part of this plan.

Private Recreation: Privately owned recreational facilities such as golf courses and open space are included in this land use. Recreational amenities in subdivisions are not included.

Parks, Recreation & Conservation: This includes parks, open space and recreational facilities owned by the City of Johns Creek, Fulton County, and other governments, such as the National Park Service.

100 year Floodplain: The 100 year floodplain, as determined by FEMA maps, is shown in this category. The 100 year flood plain should remain undeveloped. In some cases, the land in the 100 year flood plain can be used toward calculating allowed densities.

Figure G3 shows the location of these land use categories according to the Interim Plan.

The Interim Plan reports acreages for the entire North Fulton planning area, not the City of Johns Creek. A GIS analysis of the Johns Creek area conducted by the Green Plan team has calculated a total City area of 20,082 acres (31.4 square miles). There are 1,179.3 acres of private recreation land, mostly golf courses, 353.2 acres of parks, recreation, and conservation land, and no acres designated as open space. The amount of parks, recreation, and conservation land is less than the sum of the Chattahoochee River National Recreational Area (CRNRA) and City of Johns Creek parks because a significant amount of the CRNRA lies in the 100 year floodplain, and was so-designated in the Fulton County and Interim Johns Creek plans.

FIGURE G-1: PARK LOCATIONS

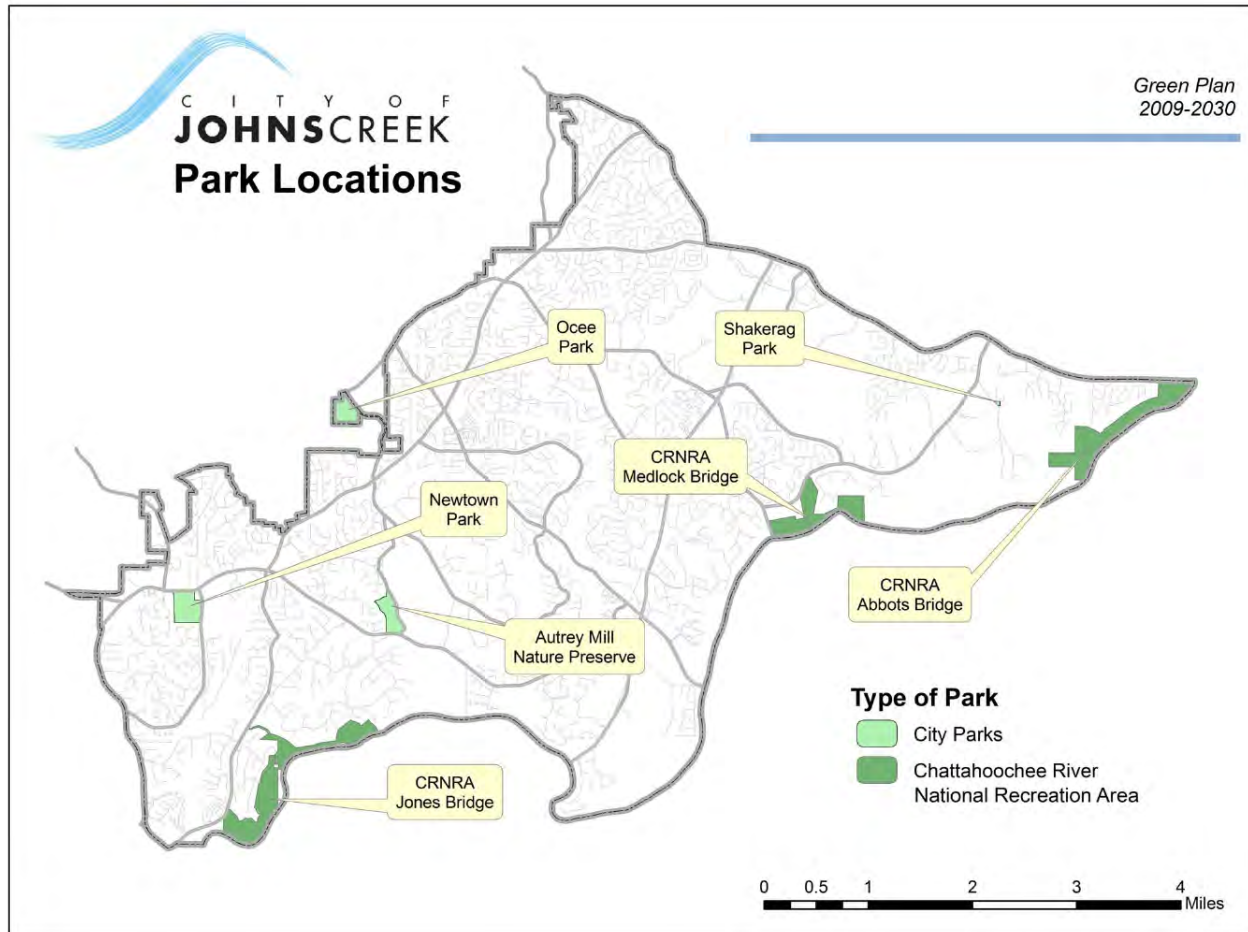


FIGURE G-2: MULTI-USE TRAIL

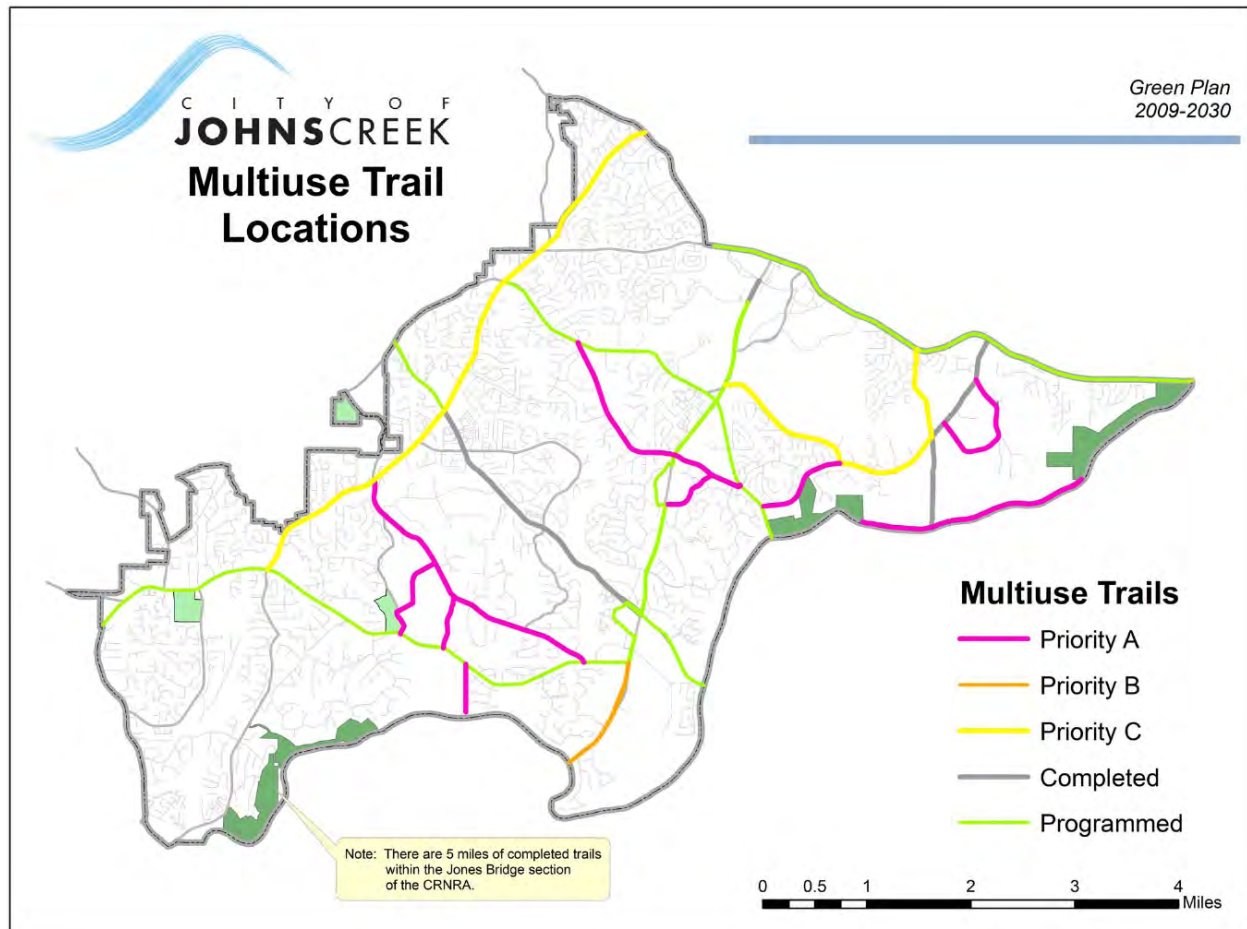
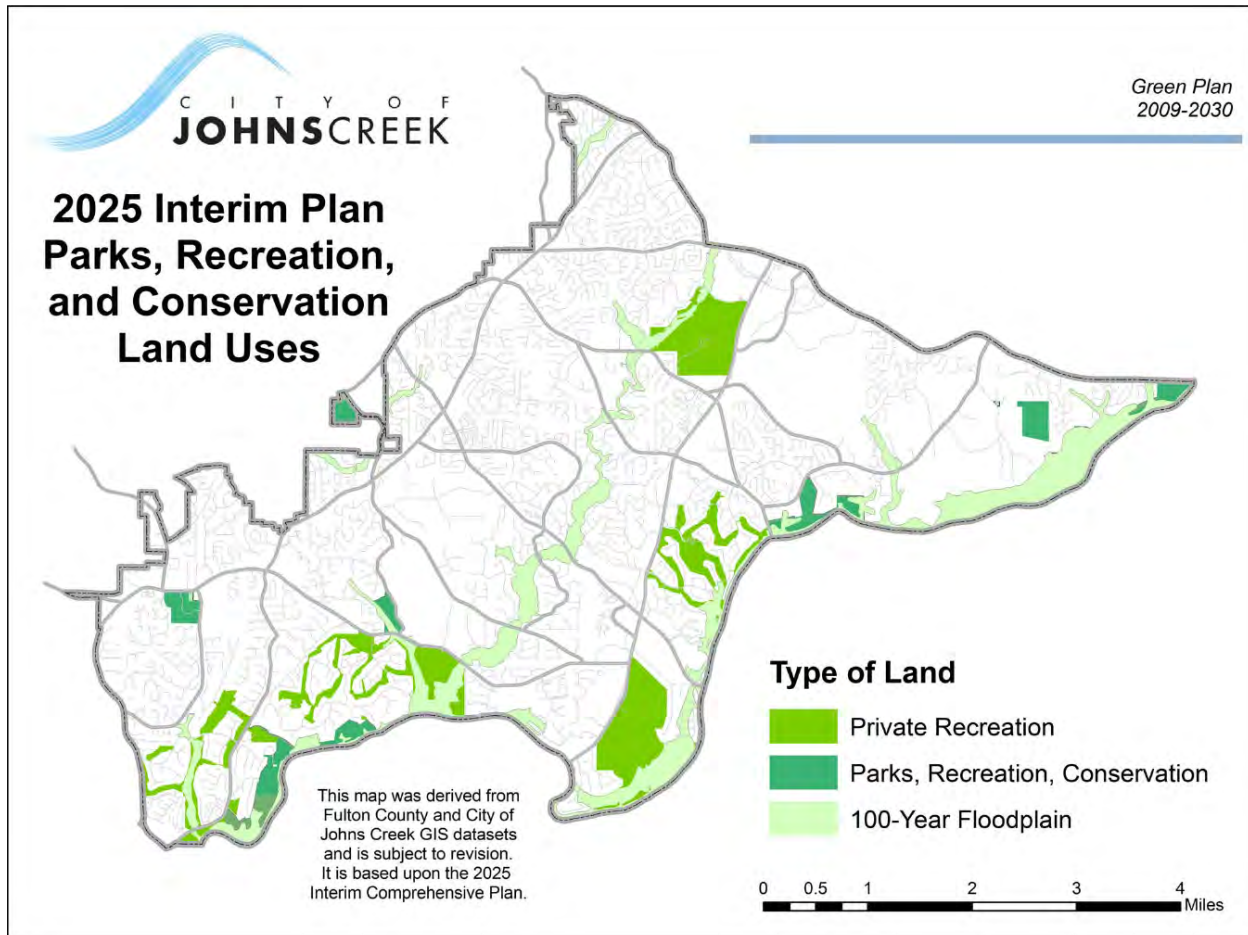


Figure G-3: 2025 Interim Plan Parks, Recreation, and Conservation Land Uses



Significant Cultural Resources

The preservation of historic resources provides cultural, educational, and economic benefits for a community. Historic sites are among the top destinations for Georgia's tourists, and tourism is one of the largest and fastest growing industries in the state, creating thousands of jobs and millions of dollars in revenues annually. Property values adjacent to restored historic properties tend to be higher. Preservation of irreplaceable assets such as these have immeasurable benefits in maintaining Johns Creek as a unique community as the City continues to experience changes linked to rapid growth and development.

Although historic preservation has become more important as more structures age, it is also about timing as some structures have not been saved or preserved in a timely manner. This is an impetus for the City of Johns Creek to plan to undertake a city-specific Historic resources Inventory. The previous inventory covering the area was conducted in 1996 and covered the entirety of Fulton County, and the information pulled from it about structures in Johns Creek appears somewhat incomplete.

The synopsis included here is from the Johns Creek Interim Comprehensive Plan, and is supplemented by information received at the December CAC meeting.

A Cultural Resources Figure, including historic structures and sites, is also included in this section. This map could be used as the baseline for a local historic resources survey.

Information on historic resources in unincorporated Fulton County was collected through the Historic Resources Survey of North Fulton and Sandy Springs. The purpose of the survey was to uniformly document buildings, sites, and structures of historical, architectural, and cultural significance in unincorporated Fulton County. The survey for each Planning Area consisted of a historic research, field surveys, and a survey report. The methodology developed by the Historic Preservation Division (HPD) of the Department of Natural Resources and described in the Georgia Historic Resources Survey Manual was followed in the survey to ensure consistency within the county and with surveys conducted throughout the state. The survey of North Fulton and Sandy Springs was conducted in 1996 by Elliott Kipling Wright of Historic Resource Assessments and by Fulton County E&CD. It was funded, in part, by a grant from the Historic Preservation Division.

A total of 900 sites were surveyed in unincorporated Fulton using the Georgia Historic Resources forms, with 249 of those located in North Fulton. Property types surveyed included single and multiple dwellings, churches, cemeteries, schools, commercial, civic, industrial, transportation, health care, agricultural and government related buildings. However, the majority of the structures were single family dwellings. The survey data reflects the location in North Fulton, Sandy Springs, Southwest and South Fulton.

The date of construction of the properties surveyed range from the early 1800s to the 1950s. Most of the structures were built after the 1880s, with the majority having been built between 1910 and 1949. Some of the resources are considered to be threatened due to their condition or due to change in the land use; and others may have been demolished since completion of the survey dependent upon changing conditions.

Inventory

The majority (88%) of historic resources in the survey are single-family dwellings. A wide variety of house types are present throughout North Fulton Planning area, in which the City of Johns Creek is located. House type refers to the overall form of the house and the general lay out of the interior rooms of the original part of the house. The most common house type represented is the Bungalow (34%). Other common house types include Georgian Cottages (6%), Gable Ell Cottages (10%), Central Hallways (13%), and Side Gable Cottages (13%). Bungalows and Side Gable Cottages were common house types built throughout Georgia between 1910s and 1940s. These other house types were built from the late 1800s to the early 1900s.

Many of these residences are associated with agricultural uses and their rural setting. Some of these were once part of a small farm while others were located at crossroads communities. Many of the houses have become endangered as land uses change. Those located on large parcels are endangered in the process of subdivision and developed for residential and commercial uses. Some of the older houses are endangered due to their poor condition.

Commercial Resources

Fourteen commercial buildings were surveyed in North Fulton. Of these, nine were general stores. Buice Country Store and the Broadwell Building still operate as stores. Crabapple Corners and M & L Motors were filling stations. The Rucker Warehouse, Rucker Cotton Gin and Webb General Feeds were associated with agricultural and cotton production. The other six are vacant. Some of these are located in Crossroads communities.

Industrial Resources

Very few industrial buildings were located in the City of Johns Creek.

Institutional Resources

1. Government Buildings - There are no government buildings in the City of Johns Creek
2. Schools- Many of the schools in unincorporated North Fulton County included in the survey were built with a bond issue for school construction passed at the time of the merger of Milton and Campbell Counties with Fulton County on January 1, 1932. Five schools were surveyed in North Fulton County.

Transportation Resources

Most of the transportation historic resources are bridges. The transportation resources surveyed in North Fulton were the stone pier from the 1830's Holcombe Bridge, the 1906 one lane steel truss Rodgers Bridge, the 1920's Birmingham Road Bridge and the 1920's Medlock Bridge. Medlock Bridge is the only site found with associated historic features. The site of the Medlock Bridge and Ferry Site is found at the Medlock-Moore House.

Rural Resources

Since Fulton County developed as an agricultural area, most of the historic resources in unincorporated Fulton County could be considered to be rural resources. This section focuses on Crossroads Communities.

Crossroads communities frequently located at the intersection of two or more roads are located throughout unincorporated Fulton County. Crossroads communities were the hub of activities and services in the farming communities. A variety of community institutions were located near the major intersection with residential development extending along the roads. Several crossroads communities are located in North Fulton. Four still maintain their historic character. These are: Shakerag, Crabapple, Birmingham and Arnold Mill. Of these, only Shakerag is located in the City of Johns Creek.

Another historic resource in Johns Creek is Autrey Mill; although it is not a crossroads community, it is a historic development located at the intersection of Autrey Mill Road and the Old Alabama Road. Other crossroads communities of Ocee, Warsaw, and Newtown in Johns Creek retain some of their historic buildings but have lost much of their historic fabric.

Historic, Archeological and Cultural Resources

The City of Johns Creek has not conducted an inventory of archeological and cultural resources within its boundaries; according to the 1996 survey there are 48 cemeteries in the North Fulton Planning Area. Cemeteries in North Fulton can be categorized as follows.

- Church Cemeteries with existing congregations: Where the church is still active, the cemetery is generally maintained. Many of these churches have a cemetery maintenance committee that raises funds and is responsible for the maintenance of the cemetery.
- Church Cemeteries where the churches no longer exist: In some cases, a church congregation has moved or disbanded. As a result, the church building no longer stands or is in a state of disrepair and the cemetery is abandoned. One example of a church cemetery in Johns Creek is the Warsaw Cemetery. This is a unique cemetery in that the church still exists and has been moved to Autrey Mill. The cemetery has an active preservation group.
- Community Cemeteries: These are cemeteries established by a community, not affiliated with a church.
- Public Cemeteries: These are cemeteries owned by a government. Some are used for indigent burials.
- Perpetual Care Cemeteries: These cemeteries are regulated by the state and ensure everlasting care of the cemetery.
- Family Cemeteries: These are located within what is or was a family's farm or property. Family cemeteries are often small and not maintained and are abandoned.

Several trends adversely affect the preservation of cemeteries. Over time, some have disappeared while others have deteriorated.

- Development and encroachment of development: As the City of Johns Creek has become more urbanized and agricultural production has declined, former farms, where family cemeteries were located, have changed land uses to residential, commercial, or industrial. Removal of vegetation and grading of land adjacent to burials can change the topography of the soil, the drainage, the

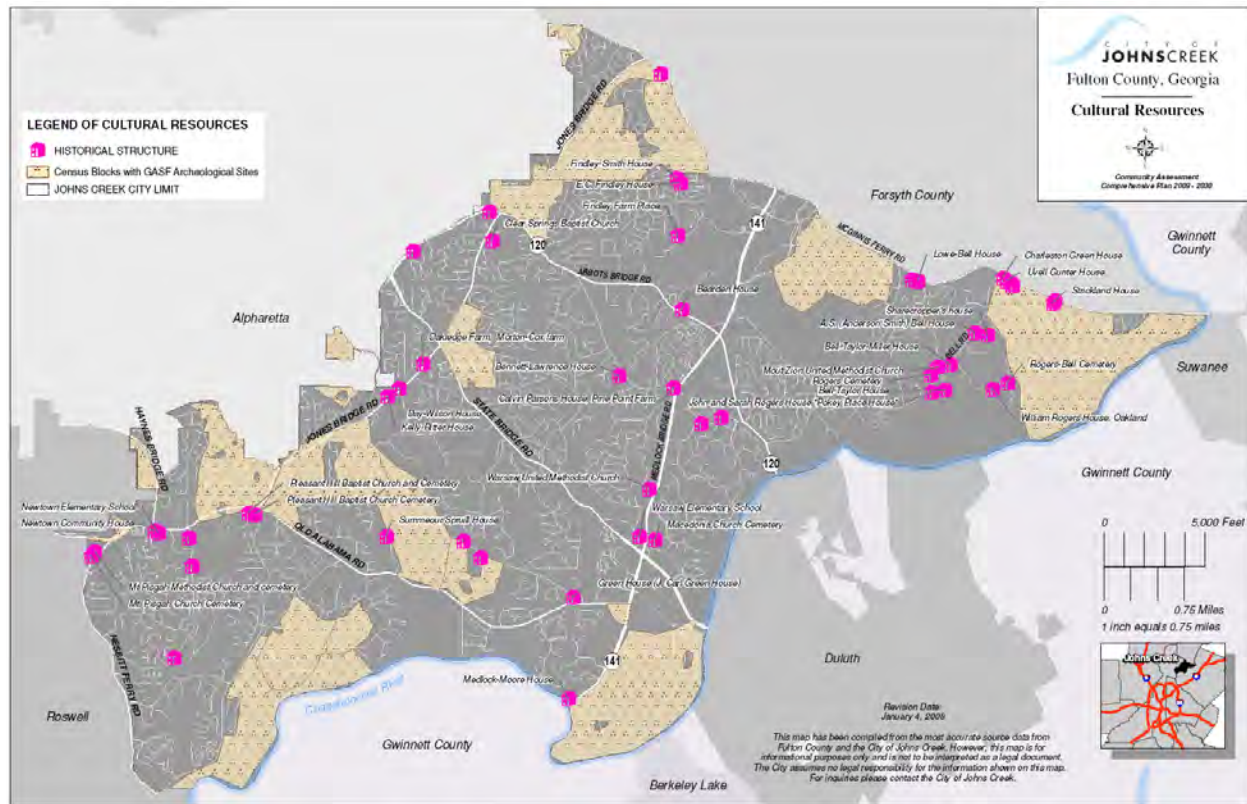
pattern of stormwater flow, and the stability of the soil. This could have an adverse effect on burials by increasing run-off and soil erosion. Water and soil erosion can shift marker placement, destabilize markers and unearth stones.

- Abandonment: Many family cemeteries have been neglected or abandoned as land use patterns have changed, descendants have moved away or died, the family property has been sold and younger generations have been unaware of the cemetery thus, leaving no one to care for it. In these cemeteries, vandalism and vegetation can go unchecked.
- Natural Environment: The natural environment, freeze/thaw cycles, acid rain and unchecked vegetation can negatively affect walls, stones, markers and paths. Invasive vegetation can attach itself to stones and trap water and soils that can harm it. Diseased limbs or trees can fall and shatter stones and walls. An overgrown and uncared for site can fall prey to vandalism.
- Vandalism: Cemeteries are an easy target for vandalism. Lack of security, infrequent visitation, overgrown grounds and a neglected appearance can make cemeteries attractive to vandals and thieves. Removal of stones and fences by theft leaves graves unmarked and destroy the integrity of the cemetery.

The Abandoned Cemeteries and Burial Grounds legislation in Georgia protects cemeteries from development.

As presented here, the content from the Interim Comprehensive Plan provides an overview of the potential historic resources in Johns Creek. These are significant on a local level, and there may be many more specific names and locations that can be added should the City decide to conduct or administer a new historic resources survey. The new survey should start by confirming which of the sites from the 1996 survey are both within the city limits and still extant.

A historic resource commission or historic preservation commission would be recommended if the city finds concentrations of structures that could represent historic districts, or individual structures that are eligible and have potential to be listed on the historic register. A historic preservation commission or review board would also be recommended if the City implements local historic preservation guidelines at any time in the future.



5. COMMUNITY FACILITIES AND SERVICES

General Government

Johns Creek is governed by a Mayor and City Council. The City Council is comprised of the mayor and six members who are elected to posts 1 through 6. Each person desiring to offer as a candidate for councilmember shall designate the council post for which he or she is offering. The mayor and councilmember's serve for terms of four years and until their respective successors are elected and qualified. The City Council enacts ordinances and resolutions, adopts an annual budget, establishes the tax levy, and otherwise takes such actions as necessary for the security, welfare, and interest of the City.

The City Manager is tasked to independently organize and manage the daily operations of Johns Creek's city government in accordance with local ordinances, laws and policies prescribed by the elected officials. The Manager's responsibilities and authorities include orchestrating the full spectrum of activities of the City and making key decisions to keep day-to-day operations running smoothly.

Municipal Court

The Johns Creek Municipal Court was established June 19, 2007 to handle city code/environmental and traffic violations within the City. Court is located at 11445 Johns Creek Parkway, 30097.



Public Safety

Police Department

The Fulton County Police department currently provides all police manpower for the City of Johns Creek. However, the City has recently hired its first full time Police Chief who has begun the process of hiring the programmed 56 sworn officers and 13 civilian staffers. The Johns Creek Police Department plans to take over operations in April 2008.

The Community Facilities Map shows public safety services in Johns Creek, which includes the location of police stations, City or County jail, Sheriff's Office and the State Prison.

Fire Department

The Fulton County Fire Department has 3 stations located in the City of Johns Creek. The Fire Department provides fire and rescue service to the City until the time when the City has established the Johns Creek Fire Department, which should be within 2 years of the incorporation.

Government Facilities, Parks, and Recreation are shown in the figure on the following page.



Hospitals and Public Health Facilities

In Johns Creek



[Emory Johns Creek Hospital](#) is located at 6325 West Johns Crossing, just south of the intersection of Medlock Bridge Road and McGinnis Ferry Road.
Phone: **678-474-7000**

Emory Johns Creek Hospital is 110-bed, all private room hospital featuring some of the most advanced medical technologies available. Serving the city of Johns Creek and the surrounding communities, Emory Johns Creek Hospital offers a full range of services, including Emergency Services staffed with board certified, emergency physicians, surgery, cardiology, oncology, advanced imaging capabilities and intensive care.

In close proximity to Johns Creek

[Northside Hospital-Forsyth](#) is located at 1200 Northside Forsyth Drive in Cumming, just south of the Buford Highway exit from GA 400/Highway 19.
Phone: **770-844-3200**



[North Fulton Regional Hospital](#) is the only Level II Trauma Center in North Fulton. It is located just off Highway 9/Alpharetta Highway at 3000 Hospital Boulevard in Roswell.
Phone: **770-751-2500**



[Gwinnett Medical Center-Duluth](#) is located at 3620 Howell Ferry Road in Duluth, just off Pleasant Hill Road, east of GA 141.
Phone: **678-312-6800**



Educational Facilities

Fulton County Public Schools

All public schools in Johns Creek are part of the Fulton County School System, one of the oldest and largest school districts in Georgia. Founded in 1871, the System is serving more than 86,600 students during the 2006-2007 school year.

The System's governing body is the Fulton County Board of Education, which legislates the System's policies that are then executed by the School Superintendent and staff. Board members are elected by district and serve four year terms.

High Schools



Chattahoochee High School

5230 Taylor Road
Johns Creek, GA 30022
Phone: **770-521-7600**
School site:

www.fultonschools.org/school/chattahoochee



Northview High School

10625 Parsons Road
Johns Creek, GA 30097
Phone: **770-497-3828**
School site:

www.fultonschools.org/school/northview



A new high school, North Fulton High School, is currently under construction on State Bridge Road and is planned to open in 2009.

Middle Schools



Autrey Mill Middle School

4110 Old Alabama Road
Johns Creek, GA 30022
Phone: **770-521-7622**
School site:

www.fultonschools.org/school/autreymill/



River Trail Middle School

10795 Rogers Circle
Johns Creek, GA 30097
Phone: **770-497-3860**
School site:

www.fultonschools.org/school/rivertrail



Taylor Road Middle School

5150 Taylor Road
Johns Creek, GA 30022
Phone: **770-740-7090**
School site:

www.fultonschools.org/school/taylorroad



Elementary Schools



Abbotts Hill Elementary School

5575 Abbotts Bridge Road

Johns Creek, GA 30097

Phone: **770-667-2860**

School site: www.fultonschools.org/school/abbottshill/



Barnwell Elementary School

9425 Barnwell Road

Johns Creek, GA 30022

Phone: **770-552-4960**

School site: www.fultonschools.org/school/barnwell



Dolvin Elementary School

10495 Jones Bridge Road

Johns Creek, GA 30022

Phone: **770-740-7020**

School site: www.fultonschools.org/school/dolvin



Findley Oaks Elementary School

5880 Findley Chase Drive

Johns Creek, GA 30097

Phone: **770-497-3800**

School site: www.fultonschools.org/school/findleyoaks



Medlock Bridge Elementary School

10215 Medlock Bridge Parkway

Johns Creek, GA 30022

Phone: **770-623-2980**

School site:

<http://www.fultonschools.org/school/medlockbridge>



Ocee Elementary School

4375 Kimball Bridge Road

Johns Creek, GA 30022

Phone: **770-667-2960**

School site: www2.fultonschools.org/school/ocee/



Shakerag Elementary School

10885 Rogers Circle

Johns Creek, GA 30097

Phone: **770-497-3880**

School site: www.shakeragelementary.com/





State Bridge Crossing Elementary School

5530 State Bridge Road

Johns Creek, GA 30022

Phone: **770-497-3850**

School site:

www.fultonschools.org/school/statebridgecrossing



Wilson Creek Elementary School

6115 Wilson Road

Johns Creek, GA 30097

Phone: **770-497-3811**

School site: www.fultonschools.org/school/wilsoncreek



Higher Education Facilities and Campuses

ITT Technical Institute

10700 Abbotts Bridge Rd Suite 190

Johns Creek, GA 30097

678-957-8510

<http://www2.itt-tech.edu/campus/school.cfm>

ITT Educational Services, Inc. is a leading private college system focused on technology-oriented programs of study. ITT Technical Institute specializes in hands-on education programs that prepare students for successful careers in the fields of Technology, Business, Electronics, Design, and Criminal Justice. Courses are designed to provide students with the marketable skills they'll need to be successful in today's technology-driven workplace.

Libraries and Cultural Facilities

Fulton County Public Library System Facilities in the City of Johns Creek

1. **Dr. Robert E. Fulton Regional at Ocee**
5090 Abbotts Bridge Rd., Johns Creek GA 30005-4601
770-360-8897
<http://www.oceefriends.org/>
2. **Northeast/Spruill Oaks Regional**
9560 Spruill Road, Johns Creek GA 30022
770-360-8820
http://www.friendsofspruilloaks.org/outside_home.asp

Both libraries have Community Meeting Rooms that are available for community meetings. Both of the Johns Creek libraries are also supported by Friends of the Library organizations. These groups are made up of people who support a strong public library system for the benefit of the community.

- The Friends volunteer in libraries helping with many important tasks and projects.
- They focus public attention on library services and advocate for libraries to get the support they need.
- They sponsor programs and cultural activities to involve the community in the library.

- They enhance the library by donating important items or by funding programs that are not in the library's budget.
- Some Friends organizations hold book sales to raise money for the library.

Cultural Facilities

Cultural facilities within Johns Creek are varied, and close proximity to Atlanta offers even more opportunities to attend museums, concerts and local art exhibits. The following local cultural facilities and organizations are located in Johns Creek.



[Autrey Mill Nature Preserve and Heritage Center](#) is located at 9770 Autrey Mill Road across from Country Club of the South. It has 46 acres of ravine forest, with more than a mile of walking trails which wind past a scenic creek with rocky shoals, picturesque cliffs, mature trees, wildflowers, native plants and animal life.

The Heritage Center consists of old farmstead buildings and related exhibit pieces from around North Fulton from the late 1800's. Autrey Mill runs a popular camps program year-round.

Phone: **678-366-3511**



[Ocee Arts Center](#) is located at 6290 Abbotts Bridge Road, Building 700. The 10-year-old Center offers a wide variety of classes, workshops, and camps in visual and performing arts for children and adults year-round. Sixty-four professional instructors teach drawing, painting, ceramics and other art mediums to about 2000 participants each year.

The Center operates under a public/private partnership between the Warsaw-Ocee organization and the Fulton County Arts Council. Phone: **770-623-8448**

Additionally, Johns Creek Children's Museum, Inc. has an opening date targeted for late 2008 - 2009. The mission for this emerging not-for profit museum is to provide a safe, fun, and educational experience for kids.

There are also periodic events such as festivals and celebratory occasions that include cultural components and provide an opportunity for the community to build a sense of place through such events. One specific example is Johns Creek Founder's Day, which provides an opportunity for all residents to celebrate the history of their new city.

Water Supply and Treatment

Distribution and Treatment Systems

The Atlanta Fulton County Water Resources Commission water treatment plant (AFCWRC), located on Old Alabama Road in unincorporated North Fulton County, is jointly owned by the City of Atlanta and Fulton County. The plant was built in 1991 with an original capacity of 45 mgd. Through the operation of this plant, Fulton County supplies water to residents in North Fulton and the majority of residents in Sandy Springs. In February of 1998, the plant was expanded to its current permitted capacity of 90 (mgd). AFCWRC WTP will expand to 135 mgd by late 2008. According to the Johns Creek Interim Comprehensive Plan, the water treatment facility provides a level of service that meets the City's current needs.

The Fulton County Water Service Division supplies potable water to customers in Fulton County north of the Chattahoochee River including Roswell, Alpharetta, unincorporated North Fulton, and parts of Duluth. The County relies on Lake Lanier to supply its fresh water for residential and commercial customers. The County's Department of Public Works manages drinking water, stormwater, and wastewater. The Public Works website provides extensive information about water and some wastewater services, some of which is included herein.

The Fulton County Water Services Division is comprised of the following three sections:

1. Technical Services
2. Systems Maintenance
3. Water Protection

Technical Services

Technical Services, includes Capital Improvement Projects, Design and Construction Engineering for Water & Wastewater and Project Management. The Engineers of this section are responsible for all aspects of public water and wastewater infrastructure improvements and maintenance both in the field and in the office. In addition, the Technical Services Section is responsible for records maintenance for all water and wastewater infrastructures in Fulton County.

Systems Maintenance

The mission of the System Maintenance Group is to protect the health, safety, and welfare of County citizens by providing high quality services related to the delivery of water, the collection of wastewater, and the conveyance of storm water. This mission is accomplished by maintaining a high level of system reliability, ensuring regulatory compliance and advocating fiscal responsibility.

Water Protection

The most important role of the Water Protection Section is to provide the highest quality of services that protect the health, welfare and environmental safety of all citizens of Fulton County.

Areas of responsibility include: Environmental Compliance, Storm Water Activity Program, Contract Administration, Industrial Monitoring, Commercial Pretreatment and Water and Wastewater Laboratory Analyses. With this in mind, the County has addressed odor control at the plants and

pump stations, beneficial urban reuse impacts, plant and pump station capacity issues, and effluent quality assurance.

Additionally, there is an education and outreach component that the County conducts. The mission of the Water Quality Program is to ensure superior water resources for Fulton County through effective water quality monitoring, integrated educational seminars, and enhanced public understanding of water quality and other environmental issues through active citizen participation. The Water Quality Team is committed to educating and informing the citizens about preserving water resources and providing public service. Such programs are of extreme importance in large metropolitan regions, and now more important than ever given that the drought has reached exceptional status in 2007. Continued outreach and education is planned to be a permanent component of the County's services so that all residents, businesses and consumers are armed to make the best possible decisions related to the use of water resources. The City of Johns Creek should take advantage of the offerings of these county programs.

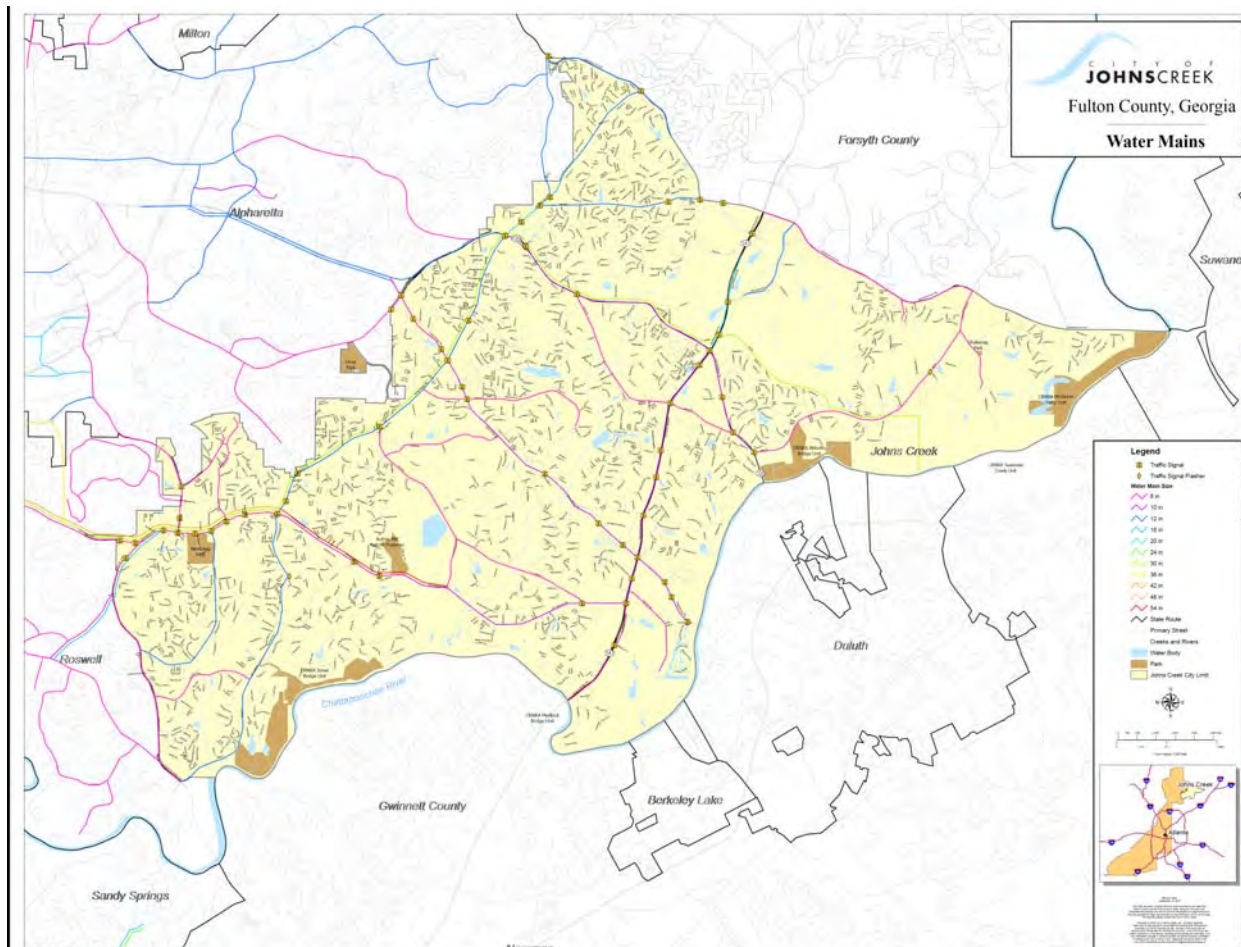
Water Treatment Facilities

Since Fulton County maintains the water treatment facilities serving the City of Johns Creek, the County also regulates the capacity for such treatment. The degree of capacity in water and wastewater infrastructure is largely monitored by the permitted capacity (legal limit) levels of the plants. The Fulton County Board of Commissioners may enforce moratoria when the rate of development threatens to exceed the permitted level of capacity.

Table 5.1 Water Treatment Capacity

Service Area	Current Supply Capacity (mgd)	Water Demand Range: permit level at mgd	Net Supply Capacity Needs in 2020
North Fulton	45 (a)	87 to 72	-42 to -27
a: Fulton County and Atlanta share at 45mgd Source: Fulton County Public Works			

Areas of rapid growth in Fulton County are tracked by monitoring water demand, sewer flows, the increase in number of new accounts added to the system, zonings, increases in population and households as well as population and household forecasts. Fulton County identified the Georgia 400 corridor through the City as a high growth area. The Fulton County plan forecasts a surplus in the capacity of water treatment in the amount of 8 to 14 mgd in the year 2020.



Wastewater System

The North Fulton Wastewater System consists of four wastewater facilities (Big Creek, Johns Creek, Cauley Creek, and Little River) and their associated collection and conveyance systems. The Big Creek, Johns Creek and Cauley Creek service areas are interconnected and jointly make up the largest wastewater collection and treatment system in unincorporated Fulton County. The Fulton County wastewater system currently serves a land area of more than 280 square miles. Six wastewater treatment facilities are currently permitted to treat a combined total average flow of approximately 45 million gallons per day. The extensive collection system consists of more than 1,600 miles of gravity sewer pipelines and 42 wastewater pump stations with associated force main pipelines. The County also treats wastewater flows from neighboring Forsyth, Cherokee, Cobb, and DeKalb Counties.

Big Creek and Johns Creek: The Big Creek Plant was originally constructed in 1969 with a design capacity of 0.75 mgd. The plant has been expanded numerous times and has a current capacity of 24 mgd. The Johns Creek WPCP was originally constructed in 1980 with an average design capacity of 5 mgd. The plant was expanded in 1992 to a permitted discharge capacity of 7 mgd. These two plants are combined now and serve the majority of sewered North Fulton.

Cauley Creek: Cauley Creek is served by existing pump stations in the Johns Creek system. After the expansion of the plant, reclaimed water distribution system will provide onsite spray and drip irrigation fields to local golf courses, churches, parks, and sports fields at various public schools.

Little River: The Little River collection system consists solely of gravity sewers from residential neighborhoods and commercial areas. All flows from neighboring Cherokee County are pumped to the plant from the River Oaks pump station. This pump station is operated and maintained by Cherokee County. Long term plans are to decommission the Little River plant.

Table 5.2

Water Pollution Control Plant	Responsible Entity	Capacity	Service Area	Primary Land Uses
Big Creek Water Reclamation Facility	Fulton County Public Works	24 mgd	North Fulton County, portions of Cobb, DeKalb, and Forsyth Counties	Residential, commercial
Johns Creek Water Pollution Control Plant	Fulton County Public Works	7 mgd	Large portions of Sandy Springs, Roswell	Residential, commercial
Cauley Creek Water Reclamation	Fulton County Public Works	2.5 mgd (5 mgd w/increase)	Johns Creek and Shakerag in Northeast Fulton County	Residential
Little River Water Pollution Control Plant	Fulton County Public Works	0.85 mgd	Mountain Park and nearby communities in Northwest Fulton, parts of Cherokee Co.	Residential, commercial
Camp Creek Water Pollution Control Plant	Fulton County Public Works	13 mgd (24 mgd w/increase)	South Fulton County	Residential, industrial
Little Bear Creek Water Pollution Control Plant	Fulton County Public Works	0.1 mgd	Crossroads subdivision in South Fulton County	Residential

Source: *Interim Johns Creek Comprehensive Plan (Fulton County Department of Public Works)*

Availability of sewer affects the density of development. Areas without sewer service must rely on septic system. Fulton County Health Department regulations require one acre of usable land for residential use.

6. INTERGOVERNMENTAL COORDINATION

This section describes how Johns Creek local government and Fulton County government agencies coordinate their activities.

Adjacent Local Governments

The City of Johns Creek is the third most populous City in Fulton County. The City of Johns Creek is bounded on the north by Forsyth County, on the east by Gwinnett County, on the south by the Chattahoochee River and on the west by the cities of Roswell and Alpharetta.

Since there is no longer any portion of unincorporated Fulton County adjacent to Johns Creek, any land use issues that arise will likely be with a neighbor, which could include the City of Alpharetta, the City of Roswell, or Forsyth County. The City of Johns Creek has a unique opportunity to establish working relationships with each of these municipalities and should do so prior to any potentially controversial issues arise.

The City of Johns Creek has established interdepartmental communication similar to that used by Fulton County, and was regularly in communication with community groups, the ARC, and the DCA in the creation of the Interim Plan.

Service Delivery

Integrating the comprehensive plans of the municipalities follows the intent of the Local Government Service Delivery Strategy Act (House Bill 489), enacted in 1997 by the Georgia General Assembly.

A principal goal of the Service Delivery Strategy Act adopted by the State Legislature in 1997 is to increase cooperation between local governments in developing compatible land use plans and resolving potential land use disputes. Fulton County has maintained tax and land use records for unincorporated Fulton County; during the transition of Johns Creek into a new City, there will likely be service delivery challenges and opportunities for the City and County to develop new ways to work together so that the service goals of both parties are met.

During the development of the Fulton County Plan, and on an ongoing basis, the staff of Fulton County maintained dialogues with internal, regional, and state representatives. These meetings largely involved interdepartmental communication within the Fulton County government, as well as with regional and state organizations, such as the Atlanta Regional Commission (ARC) and the State Department of Community Affairs (DCA).

The City has intergovernmental agreements with Fulton County for the following Services:

- Water and Wastewater
- Police (24 month)
- Fire and Rescue (24 month)
- Animal Control
- 911 (24 month)

Water and Wastewater

- The existing demand has resulted in near capacity levels for wastewater treatment capacity. The County's existing facilities and services will not be able to accommodate the future needs of the community.

Stormwater Management

- The stormwater infrastructure is beyond capacity in North Fulton. Achieving adequate capacity level is considered feasible if current stormwater activities are increased and if the stormwater utility in Northeast Fulton is implemented.
- 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.

Water Authorities and districts

The Local Government Service Delivery Strategy Act does not require that the water authority adopt the service delivery strategy. However, the Act bars them from receiving any state funds or permits for projects that are inconsistent with the strategy. Therefore, it is in the best interest of the authorities to work with local governments, become familiar with their adopted strategy, and operate their utilities consistent with the adopted service delivery strategy. Additionally, the Act encourages utility authorities to work with local governments as they develop their service delivery strategies, since they will typically have essential background information necessary to establish rational infrastructure policies and plan future service expansion projects. Though Fulton County Public Works, rather than an authority, provides the bulk of water services for Johns Creek, there are neighboring water authorities in Gwinnett, and Cobb counties that interact and should work together on a regular basis.

In response to significant current and projected water demands, the Metropolitan North Georgia Water Planning District was established on April 5, 2001 (2001 S.B. 130). The general purposes of the District are to establish policy, create plans, and promote intergovernmental coordination for all water issues in the district; to facilitate multi-jurisdictional water related projects; and to enhance access to funding for water related projects among local governments in the district area. The purposes of the District are to develop regional and watershed-specific plans for stormwater management, wastewater treatment, water supply, water conservation, and the general protection of water quality. These plans will be implemented by local governments in a 16-county area.

Fulton County Board of Education

Johns Creek has an ongoing relationship with the Fulton County Board of Education (BoE). The Fulton County BoE oversees Fulton County Public Schools (FCPS), which serves the area of Fulton County outside the city limits of Atlanta, including the city of Johns Creek, a formerly unincorporated portion of Fulton County.

Through this relationship, Fulton County Development staff and FCPS staff regularly worked together to coordinate planning activities. Since Johns Creek now has its own Community Development Department, the city staff will be working directly with the FCPS on planning issues.

One option is to piggy back onto the process already in place between county staff and FPCS, but ultimately, the Johns Creek staff must determine the best methods of communication and coordination. They should meet on a regular basis to discuss common areas of concerns including demographic data, impacts of pending developments and new school locations. FCPS staff might request to be notified and have the opportunity to comment on re-zoning applications. Johns Creek staff may also look to facilitate meetings with developers to discuss joint concerns and on some occasions to facilitate discussions about new school locations within developments.

Capital Improvement Program and the Comprehensive Plan

Johns Creek has established a linkage between the Comprehensive Plan and Capital Improvement Program to coordinate capital improvement expenditures in an appropriately prioritized and justified approach. The Department of Community Development is working closely with the staff from the City Management and Finance team to ensure appropriate work on the Capital Improvement Budget includes consideration for all community development projects and staffing needs.

Atlanta Fulton County Water Resources Commission

The Atlanta Fulton County Water Resources Commission (AFCWRC) was established by the Board of Commissioner at a special call meeting in May 1986. The Commission oversees issues relating to a contract signed between the City of Atlanta and Fulton County for the provision of water to the residents of North Fulton County, including the North Fulton municipalities, and the majority of residents in Sandy Springs.

The Commission consists of seven members; the Mayor of Atlanta, the President of the Atlanta City Council, one Atlanta City Council member as selected by the President of the City Council and approved by the Mayor, the Chair of the BoC, two commissioners from the BoC as selected by the BoC and finally a Chairperson elected by the Commission itself. The Fulton County Department of Public Works is the department with responsibility for coordinating with the AFCWRC, as referenced in the Community Facilities and Services Section of this Appendix.

Sheriff

The Sheriff is by state law, the Chief Law Enforcement Officer of Fulton County. This office is responsible for acting as a protector of the peace and protects the lives, health and property of all citizens of the county. The Sheriff has total administration and operational responsibilities for the Fulton County Jail, the principal detention facility of the county. Security is also provided to all courtrooms and judges as required by law.

The Sheriff's office serves writs, summons and subpoenas. It also places levies on and sells confiscated properties, collects fines imposed by the courts, and is the custodian of large sums of trust fund money assigned from Superior Court. The Sheriff or a designated deputy must approve all appearance bonds and some types of civil bonds.

The Sheriff is responsible for the safe transport of prisoners to penal institutions inside or outside the State of Georgia from the Fulton County jail, and for the transfer of mental patients to the Georgia Regional Hospital and Central State Hospital.

Tax Assessors

The Fulton County Board of Assessors was established by state law to appraise and assess all real and tangible business personal property on an annual basis. The five member Board of Assessors creates and maintains a fair and equitable tax digest. To maintain the accuracy and integrity of this property tax digest, the Board of Assessors conducts annual assessments. Appeals of these assessments are resolved by the Board of Assessors, by further appeal to the Board of Equalization, arbitration, or as the final step, appeal to the Superior Court.

Tax Commissioner

The Tax Commissioner is required by law and contract to collect current year and delinquent taxes on all real and personal property. Taxes to be collected are levied by the cities of Atlanta, Mountain Park, East Point, Fulton County, Atlanta Board of Education, Fulton County Board of Education and the State of Georgia. The Commissioner sells state motor vehicle license tags, collects the ad valorem tax on these vehicles, and processes motor vehicle title registrations and transfers. Motor vehicle taxes are collected for all municipalities in the county.

Coordination with County, Regional, and State Transportation Agencies and departments is discussed in the Transportation section of this Appendix.

7. TRANSPORTATION


The purpose of this section is to provide an inventory of existing transportation conditions and an assessment of transportation needs through the year 2030 for the City of Johns Creek. This Transportation Needs Assessment includes consideration of automobile, transit, pedestrian, and bicycle travel modes. A wide range of planning tools, techniques and methods were employed to gain a thorough understanding of Johns Creek transportation needs. The activities include:

- Engaging the public through coordination with the Transportation Subcommittee
- Reviewing existing planning documents related to Johns Creek
- Using spatial and statistical analysis to analyze various transportation system elements
- Examining existing and future transportation conditions using the Atlanta Regional Commission (ARC) travel demand model for the City of Johns Creek transportation network
- Identifying existing and future transportation needs as well as issues.

The transportation needs assessment presents information on needs identified through both qualitative and quantitative assessments of Johns Creek's transportation system.

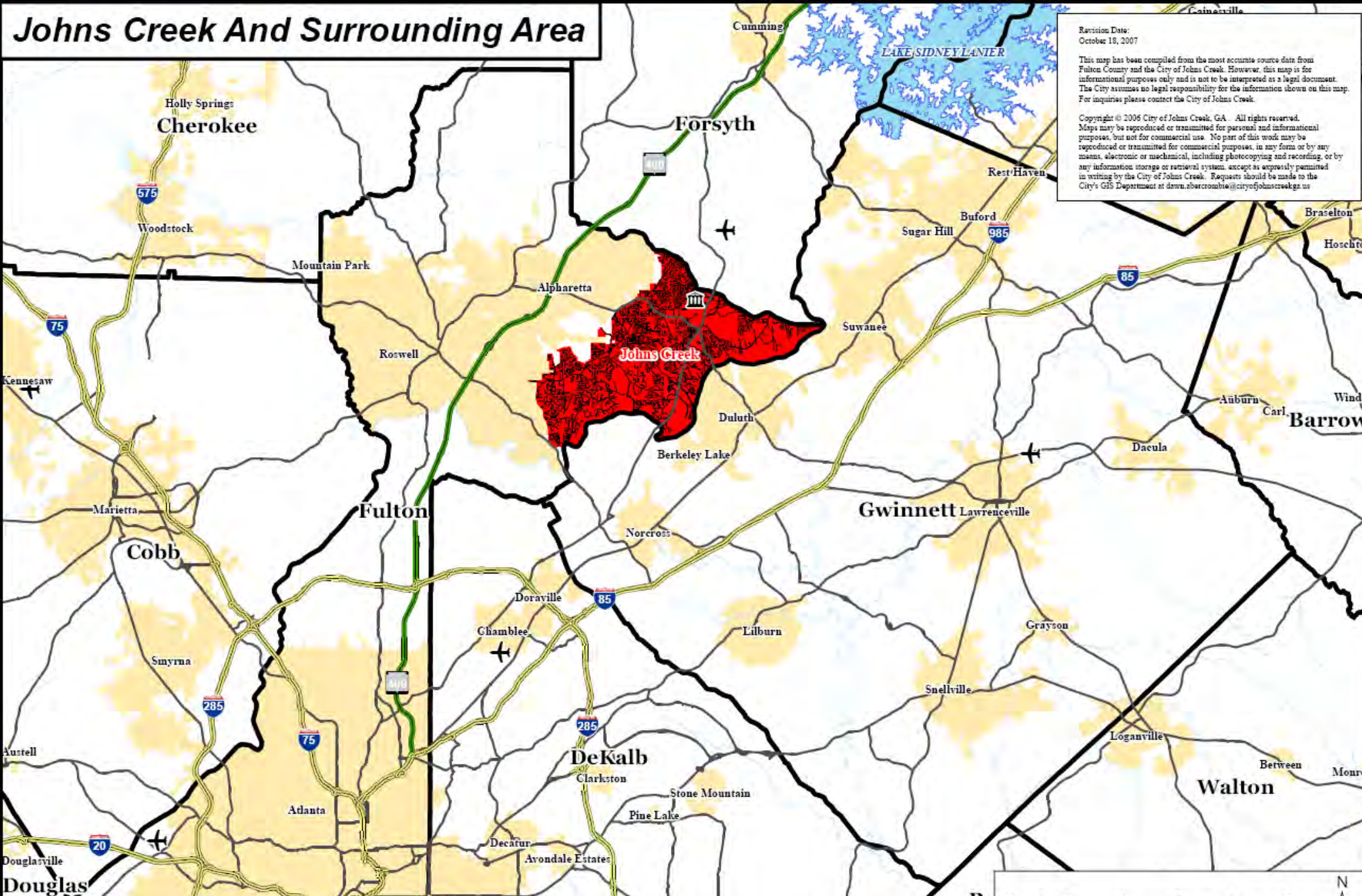
Role of Transportation in the Community

Transportation provides a vital role to the community in providing internal and external connections for residents and businesses. The presence or absence of various transportation modes within a community can influence the way citizens interact with each other and access services within the community. Under the right land use conditions and available transportation modes, a congested corridor with sidewalks may become a walkable area, or a community with transit access may leave their car at home for peak hour commuting. Increased land use density is frequently correlated with increased use of transit and other alternative modes. A transportation network that supports moving people from one place to another in minimal time and maximum safety enhances the quality of life for the community. Embracing and integrating all transportation modes, and encouraging them under the right conditions and places, can create a mosaic of multi-modal travel options necessary to accommodate ever-increasing traffic demand and congestion on existing roadways.



Johns Creek Transportation Master Plan

Johns Creek And Surrounding Area



Revision Date:
October 18, 2007

This map has been compiled from the most accurate source data from Fulton County and the City of Johns Creek. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Johns Creek.

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Regional Inset

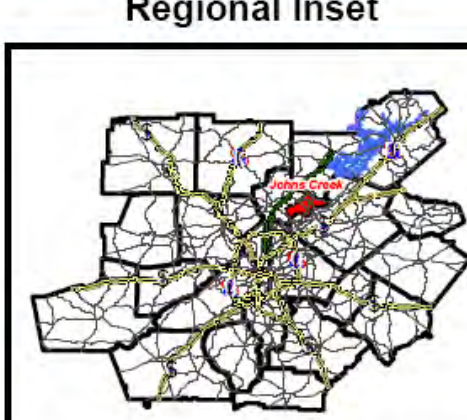


Figure T-1

Legend

Johns Creek

Johns Creek City Hall

Johns Creek Incorporated Area

Road Network

Interstate

Georgia 400

Regional Streets

Streets (Within city of Johns Creek)

Other Features

Airport

Perennial Stream/River

Other City Boundary

County Boundary

Lake Sidney Lanier

Source: ARC, City of Johns Creek, and Jacobs

This map is intended for planning purposes only.

Relation of Johns Creek Planning to Atlanta Regional Commission

Johns Creek is a city located within Fulton County. The City is part of the Atlanta Region, which encompasses 18 counties in the metropolitan Atlanta area. These counties are part of the Atlanta Regional Commission (ARC), which serves as the Metropolitan Planning Organization (MPO) for the Atlanta Region. ARC provides demographic and transportation forecasts for a 20 county area that includes those areas in non-attainment for federal air quality standards. Therefore, the ARC travel demand model encompasses this 20 county area. Figure T-1 shows the City of Johns Creek within the surrounding portion of the Atlanta Region.

Transportation and Air Quality

Mobile pollutant emissions from traffic are a major contributor to common air pollutants in north Georgia. These include ozone and particulate matter. The National Environmental Protection Agency (NEPA) has set standards for air quality that have not been met for several years in the Atlanta Region. In order to maintain eligibility for federal transportation funds, the ARC Regional Transportation Plan (RTP) must demonstrate that it will lead to conformity with air quality standards. This is accomplished through pollution modeling based on output from the regional travel demand model. Thus, linkage of transportation needs and improvement recommendations to the ARC travel demand model is critical to maintaining air quality conformity.

Existing Plans Review

To obtain a thorough understanding of previous planning efforts in the City of Johns Creek, a review and analysis of current plans was performed. This in-depth knowledge is crucial to ensuring that the multimodal Transportation Master Plan builds on previous work to the furthest extent possible. This section serves to summarize the other planning efforts affecting Johns Creek. The following studies have been reviewed and are briefly discussed:

- Focus Fulton 2025 Comprehensive Plan
- Fulton County Comprehensive Transportation Plan (CTP)
- ARC's RTP/TIP
- ARC's Congestion Management Process (CMP)
- GRTA Regional Transit Action Plan (RTAP)
- Transportation Planning Board (TPB) Regional Transit Plan
- ARC's Atlanta Regional Freight Mobility Plan
- ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plans (2002 and 2007 Bike/Ped Plans)

Summary

The primary purpose of these various plans is to provide policies and projects that guide and manage multi-modal transportation in the County and Metro Atlanta area in the context of future growth. Although these strategies and/or projects may be adequate and satisfy the needs and desires of Fulton County and/or Metro Atlanta, some of the strategies or plans may not be applicable or adequate to serve the unique needs of Johns Creek. Nevertheless, a good portion of the planned projects and policies outlined for Fulton County and/or Metro Atlanta serve as a good starting point for Johns Creek and its Transportation Master Plan.

Figure T-2 shows the Johns Creek Capital Improvement Projects. As shown in Figure T-2, most of the intersection improvements will occur in the next five years and most of the road capacity projects will occur beyond the next five years. Figure T-3 shows the Johns Creek Multi-use Trail Map, adopted from the Fulton County Greenway Plan.

Focus Fulton County 2025 Comprehensive Plan

The Focus Fulton 2025 Comprehensive Plan was approved by the Fulton County Board of Commissioners on November 2, 2005. Focus Fulton is Fulton County's Comprehensive (2005-2025) Plan intended to guide the growth of Fulton County in accordance with public and stakeholder values.

The Comprehensive Plan establishes policies, strategies, and a framework intended to support varying conditions in the County over the next 20 years. Within the Comprehensive Plan are the elements required by the state's Department of Community Affairs (DCA).

Figure T-2: Johns Creek CIP

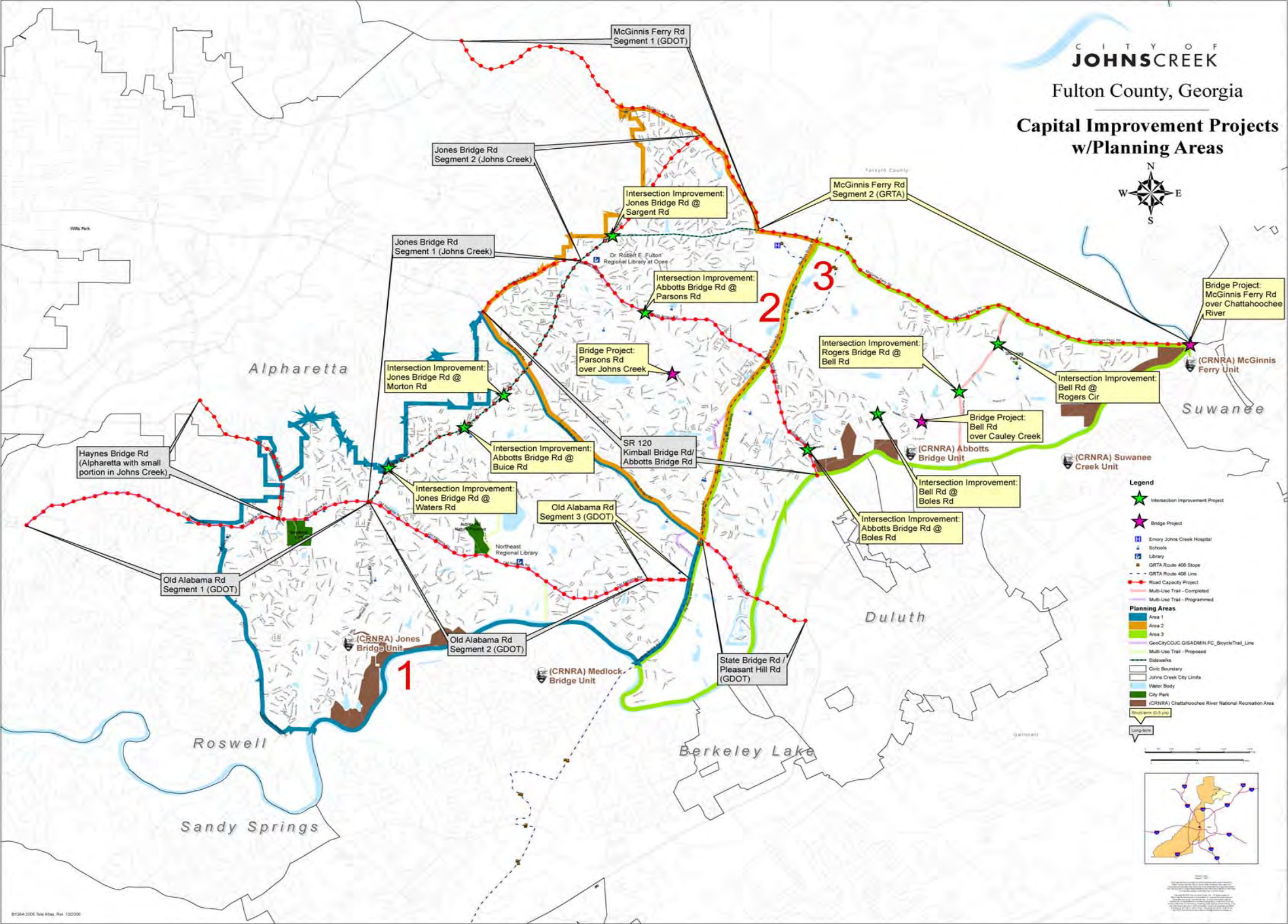
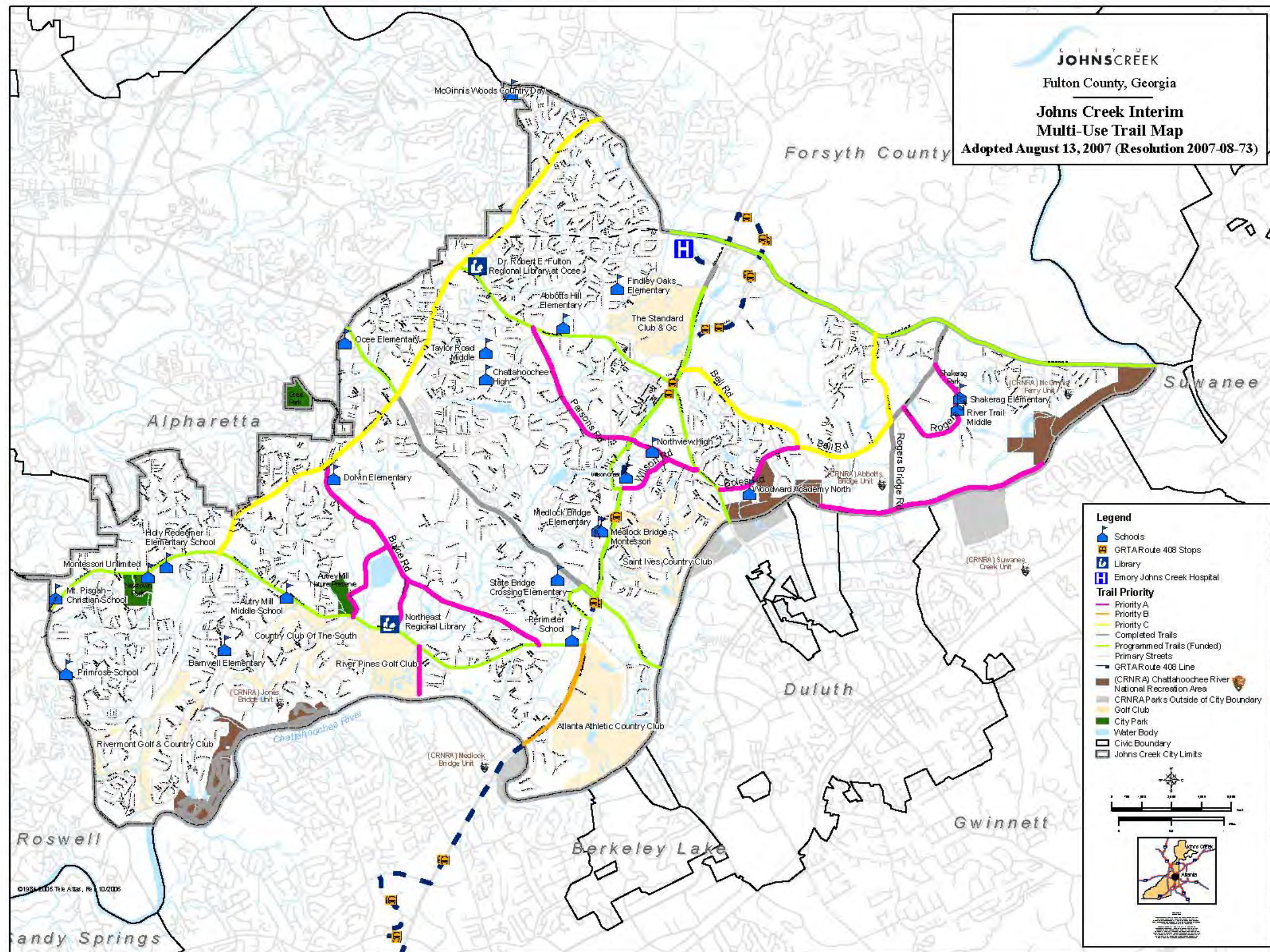


Figure T-3: Johns Creek Multi-use Trail Map



In the Transportation Element of Focus Fulton, there are five goals (5) and policies outlined for Fulton County. The five goals are as follows:

1. Promote bicycling and walking as transportation options in urban, suburban and rural areas of the county
2. Develop an interconnected roadway network and improve the efficiency of the existing transportation network
3. Plan County road improvements in anticipation of future needs as well as for the amelioration of existing deficiencies
4. Promote and encourage transit use
5. Provide for the coordination of transportation plans and programs among the appropriate land use and transportation planning organizations

One of the main purposes of this Transportation Element is to provide policies that guide and manage transportation in the County in the context of future growth. Although these goals and strategies may be adequate and satisfy the needs and desires of Fulton County, some of the goals and strategies may not be applicable or desired by the City of Johns Creek. Nevertheless, the transportation goals outlined for Fulton County serve as a good starting point for Johns Creek.

Within the Focus Fulton 2025 Comprehensive Plan, there is a Capital Improvement Plan (CIP) list. Twelve (12) short-range improvement projects included on the list have an ARC number and others have been included in Johns Creek CIP. This leaves approximately twenty-seven (27) capital improvement projects in Johns Creek with a Fulton County project number that have not been carried forward in the ARC RTP or the City of Johns Creek CIP. These projects include a variety of improvements such as ATMS, bike/ped, bridge, intersection, sidewalks and multi-use trails, and road widening. These projects are shown in Table 7.1. There are four (4) ATMS projects designated for Abbott's Bridge Road, Jones Bridge Road, Old Alabama Road, and State Bridge Road. There are three (3) bike projects, one (1) sidewalk project, and one multi-use trail project along the Chattahoochee River. There are eighteen (18) intersection and roadway improvements listed.

Figure T-4 is an excerpt from the Plan that shows the functional classification of roadways within North Fulton County. At the time of this writing, Johns Creek has adopted functional classifications, which are different from GDOT's functional classification shown in Figure T-5. Johns Creek Functional Classification is shown in Figure T-11 in the Roadway Capacity and Safety Needs Assessment Section.

Table 7.1 Focus Fulton County 2025 CIP (without ARC # nor on Johns Creek CIP)

Fulton 2025 Project #	Description	From	To	Type
P040	Abbotts Bridge Rd	Kimball Bridge Rd/Jones Bridge Rd	Gwinnett Co Line	ATMS
P055	Jones Bridge Rd	Old Alabama Rd	McGinnis Ferry Rd	ATMS
P057	Old Alabama Rd	Nesbit Ferry Rd	Medlock Bridge Rd	ATMS
P063	State Bridge Rd	Kimball Bridge Rd	Chattahoochee River	ATMS
P094	Kimball Bridge Rd	Alpharetta City Limits	Jones Bridge Rd	Bike Lane
P104	Rivermont Pkwy	Barnwell Rd	Holcomb Bridge Rd	Bike Lane
P106	Sargent Rd	Jones Bridge Rd	McGinnis Ferry Rd	Bike Lane
P012	Abbotts Bridge Rd at Medlock Bridge Rd	n/a	n/a	Intersection Improvements
P019	Old Alabama Rd at Nesbit Ferry Rd	n/a	n/a	Intersection Improvements
P180	Medlock Bridge Rd at Bell Rd	n/a	n/a	Intersection Improvements
P341	Medlock Bridge Rd at Johns Creek Pkwy	n/a	n/a	Intersection Improvements
P342	Sargent Rd at Findley Rd	n/a	n/a	Intersection Improvements
P343	McGinnis Ferry Rd at Concord Hall Dr	n/a	n/a	Intersection Improvements
P344	Jones Bridge Rd at McGinnis Ferry Rd	n/a	n/a	Intersection Improvements
P345	Findley Rd at Findley Oaks Elem School	n/a	n/a	Intersection Improvements
P346	Medlock Bridge Rd at Findley Rd	n/a	n/a	Intersection Improvements
P350	Parsons Rd at Wilson Rd	n/a	n/a	Intersection Improvements
P352	Buice Rd at Autry Mill Rd	n/a	n/a	Intersection Improvements
P353	Buice Rd at Spruill Rd	n/a	n/a	Intersection Improvements
P354	Old Alabama Rd at Buice Rd	n/a	n/a	Intersection Improvements
P356	Old Alabama Rd at Spruill Rd	n/a	n/a	Intersection Improvements
P358	McGinnis Ferry Rd at Johns Creek Pkwy	n/a	n/a	Intersection Improvements
P360	Medlock Bridge Rd at Old Alabama Rd	n/a	n/a	Intersection Improvements
P199	Chattahoochee River Multi-use Trail along N Fulton Border	n/a	n/a	Multi-use Bike/Ped Facility
P252	Jones Bridge Rd	Old Alabama Rd	Forsyth Co Line	Sidewalks
P299	Medlock Bridge Rd	Chattahoochee River	Forsyth Co Line	Road Capacity
P306	Sargent Rd	Jones Bridge Rd	McGinnis Ferry Rd	Road Capacity

Figure T-4: Excerpt from Focus Fulton County 2025 Functional Classification

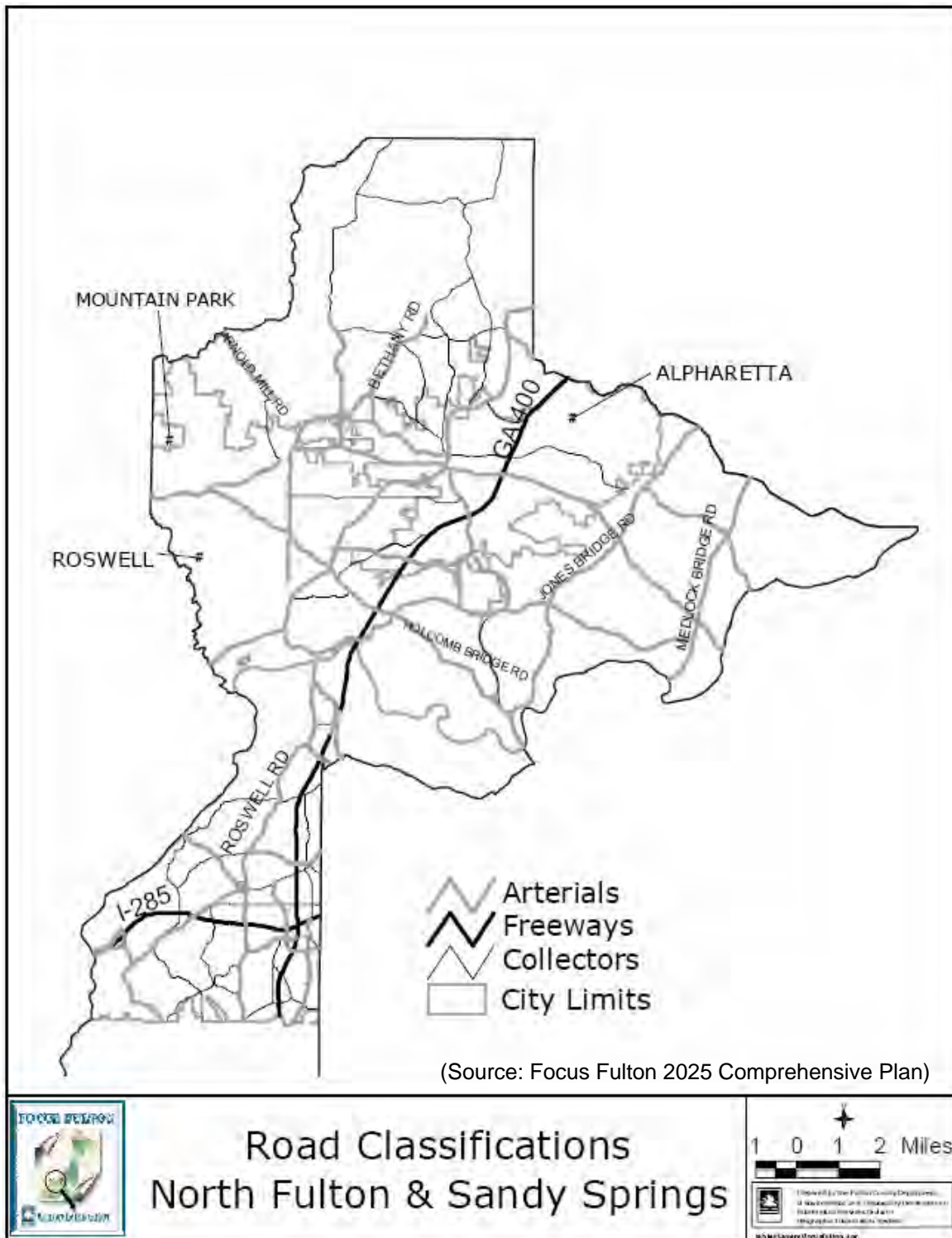
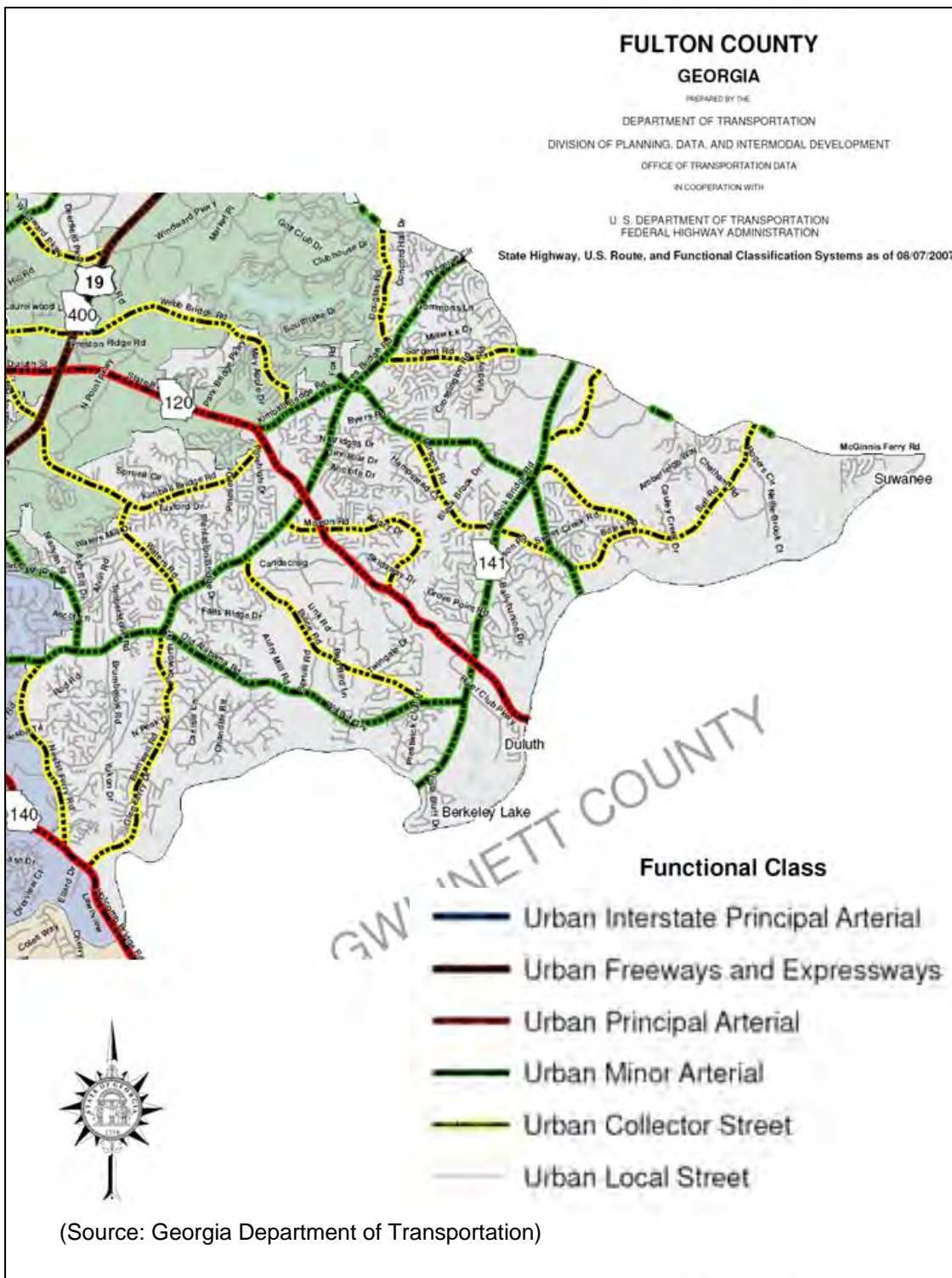


Figure T-5: Excerpt from GDOT's Functional Classification



As shown in Figure T-4, the following roadways in Johns Creek are classified as an arterial under the Fulton County road classification system: Medlock Bridge Road (SR 141); Jones Bridge Road; Abbotts Bridge Road; State Bridge Road; and Old Alabama Road.

As shown in Figure T-5, the following roadways in Johns Creek are classified as such under the GDOT road classification system:

- Urban Minor Collector – Bell Road, Johns Creek Parkway, Boles Road, Parsons Road, Sargent Road, Buice Road, Morton Road, and Barnwell Road.
- Urban Minor Arterial – Medlock Bridge Road (SR 141), Jones Bridge Road, portions of McGinnis Ferry Road, Abbotts Bridge Road/Kimball Bridge Road, Old Alabama Road, and Haynes Bridge Road.
- Urban Principal Arterial – State Bridge Road.

The Johns Creek local functional classification system is similar to the GDOT classifications. However it does not distinguish between principal and minor arterial classification and includes Morton Road or the section of Parsons Road between Medlock Bridge Road and Abbotts Bridge Road as local roads rather than collector roads. See Figure T-11 in the Roadway Capacity and Safety Needs Assessment Section.

Fulton County Comprehensive Transportation Plan

The Fulton County Comprehensive Transportation Plan (CTP) was adopted by the Fulton County Board of Commissioners on January 3, 2001. Although this plan preceded the Focus Fulton 2025 Plan, it provided a transportation framework that should be considered in moving the Plan for Johns Creek forward. The CTP is designed to manage the existing and future transportation demands on County roads through policy, reflecting the desires and goals of the County and public.

There are four planning areas in the CTP: South Fulton, Southwest Fulton, North Fulton, and Sandy Springs. Johns Creek was a part of the North Fulton planning area. The CTP addresses each planning area independently to identify their unique needs and objectives, performance measures, and recommended projects.

The framework for developing the Plan was as follows:

- Accommodate current and future mobility and accessibility needs for goods and people through the development of a balanced, safe and efficient multimodal transportation system.
- Ensure coordination and consistency with economic development policies, land use plans, regional plans, and local plans.
- Provide a system that is reflective of citizen needs, concerns and quality of life issues and is sensitive to environmental, historical, and cultural resources.
- Address needs of individual planning areas while developing a comprehensive and integrated transportation system.

Although this framework is intended for Fulton County and planning areas (such as North Fulton which encompass Johns Creek), the strategies and objectives detailed to satisfy the framework and identified in this 2001 CTP may not be applicable or desired in 2007 the citizens of Johns Creek

ARC's RTP and TIP

The Regional Transportation Plan (RTP) is a long-range plan which includes projects such as bridges, bicycle paths, sidewalks, transit services, new and upgraded roadways, safety improvements, transportation demand management initiatives and emission reduction strategies. The RTP covers a minimum planning horizon of 20 years and should be updated every four years in areas which do not meet federal air quality standards in accordance with federal requirements.

The Transportation Improvement Program (TIP) allocates federal funds for the highest priority transportation projects in the near term of the Regional Transportation Plan (RTP). The TIP must be consistent with the long-range objectives of the RTP and must be financially constrained.

There are twelve (12) short-range projects and eight (8) long range projects in the City of Johns Creek. These projects are shown in Figure T-6 and are summarized in Table 7.2.

Of the short-range projects, nine are intersection improvements, ranging from one, or the combination, of the following types of improvements: adding turn lanes, signalization, drainage improvements, sight distance improvements, and the addition of sidewalks. The other short-range improvements include a four mile multi-use path greenway along Medlock Bridge Road (SR 141), a road widening and bridge widening on McGinnis Ferry Road.

Figure T-6 ARC RTP TIP

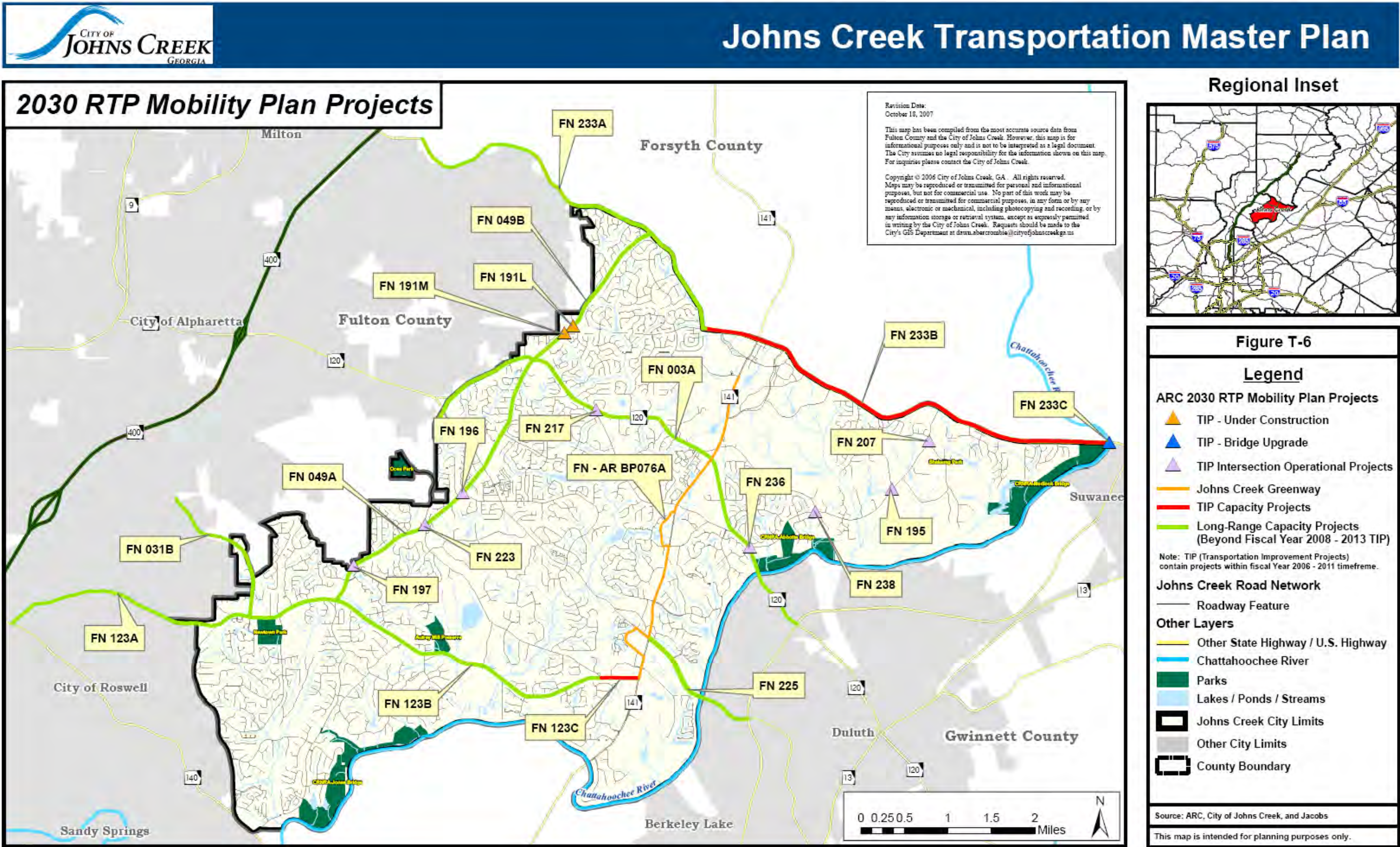


Table 7.2 ARC's RTP/TIP (2008-2013) in Johns Creek

ARC Number	Description	From	To	Status	Type	Open Year	Cost
FN-AR-BP076A	Phase 1 of Johns Creek Greenway (along Medlock Bridge Road)	Findley Rd	Old Alabama Rd	Programmed	Multi-use Bike/Ped Facility	2009	\$6,400,000
FN-AR-BP076B	Phase 2 of Johns Creek Greenway	TBD	TBD	Programmed	Multi-use Bike/Ped Facility	2010	\$2,500,000
FN-003A	SR 120 (Kimball Bridge Road / Abbotts Bridge Road)	State Bridge Rd/Old Milton Pkwy	Peachtree Industrial Boulevard	Long Range	Road Capacity	2020	\$54,800,000
FN-031B	Haynes Bridge Rd	Mansell Rd	Old Alabama Rd	Long Range	Road Capacity	2020	\$12,900,000
FN-049A	Jones Bridge Road (Segment 1)	Old Alabama Rd	SR 120 (Abbotts Bridge Rd/Kimball Bridge Rd)	Long Range	Road Capacity	2030	\$23,500,000
FN-049B	Jones Bridge Road (Segment 2)	SR 120 (Abbotts Bridge Rd/Kimball Bridge Rd)	McGinnis Ferry Rd	Long Range	Road Capacity	2030	\$7,500,000
FN-123A	Old Alabama Rd (Segment 1)	SR 140 (Holcomb Bridge Rd)	Jones Bridge Rd	Long Range	Road Capacity	2020	\$38,900,000
FN-123B	Old Alabama Rd (Segment 2)	Jones Bridge Rd	Buice Rd*	Long Range	Road Capacity	2020	\$42,000,000
FN-195	Bell Rd at Rogers Bridge Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2011	\$2,400,000
FN-196	Jones Bridge Rd at Morton Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2012	\$1,000,000
FN-197	Jones Bridge Rd at Waters Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2012	\$1,200,000
FN-207	Bell Rd at Rogers Circle Rd (northern intersection)	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2011	\$1,600,000
FN-223	Jones Bridge Rd at Buice Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2012	\$1,200,000
FN-225	State Bridge Rd/Pleasant Hill Rd	SR 141 (Medlock Bridge Rd)	Peachtree Industrial Boulevard	Long Range	Road Capacity	2030	\$9,900,000
FN-233A	McGinnis Ferry Rd (Segment 1)	Union Hill Rd	Sargent Rd	Programmed	Road Capacity	2020	\$48,600,000
FN-233C	McGinnis Ferry Rd at Chattahoochee River	n/a	n/a	Programmed	Bridge Capacity	2009	\$5,700,000
FN-236	SR 120 (Abbotts Bridge Rd) at Boles Rd	n/a	n/a	Programmed	Intersection Upgrade - Signals and turn lanes	2011	\$1,000,000
FN-238	Bell Rd at Boles Rd	n/a	n/a	Programmed	Intersection Upgrade - Signals and turn lanes	2011	\$1,000,000

The seven (7) long range projects all involve road widening. These roadways include State Bridge Road, Haynes Bridge Road, Jones Bridge Road (two segments), Old Alabama Road (two segments), and Kimball Bridge Road / Abbotts Bridge Road (SR 120). With the exception of State Bridge Road which is planned to be widened to six lanes, all other roadways are planned to be widened to four lanes.

ARC's Congestion Management Process

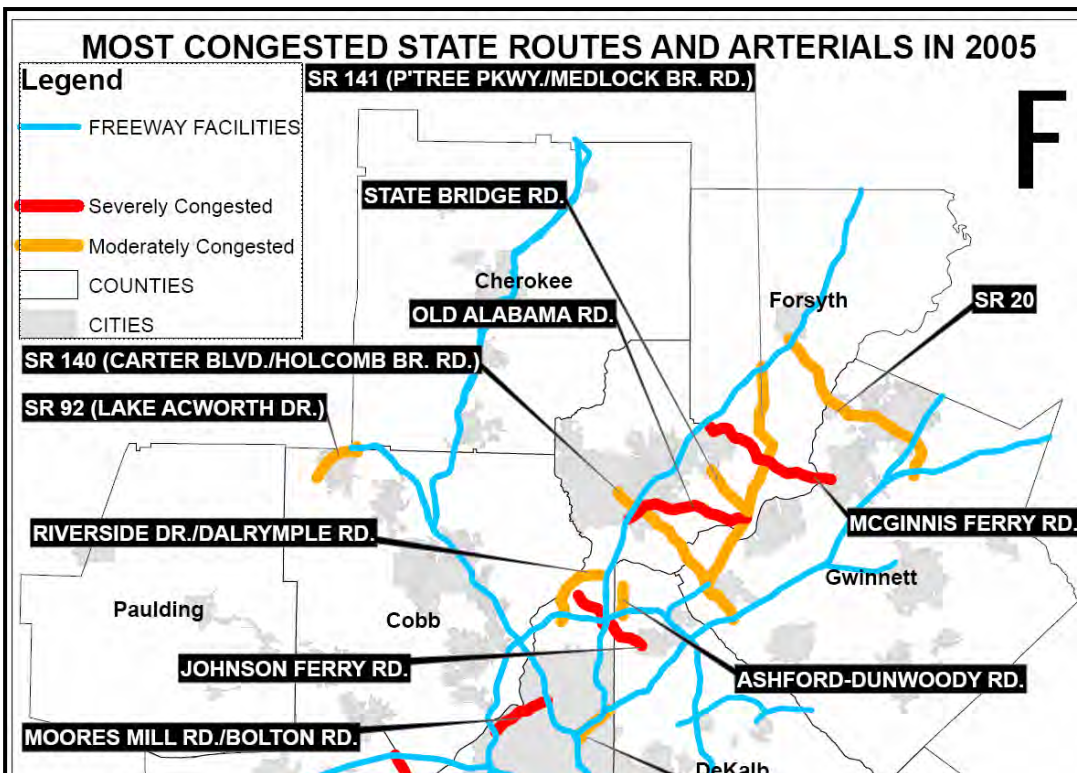
The Congestion Management Process (CMP) identifies existing congested facilities within the metropolitan area and makes recommendations to mitigate the congestion in conjunction with a monitoring schedule to oversee progress in accordance with federal requirements.

The following roadways in Johns Creek were monitored in the 2005 CMP: McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Old Alabama Road, Medlock Bridge Road, and Jones Bridge Road. An excerpt from the CMP is shown in Figure T-7.

Four (4) of the Atlanta region's most congested corridors in the Year 2005 are within the City of Johns Creek:

- Old Alabama Road (Severely Congested)
- McGinnis Ferry Road (Severely Congested)
- State Bridge Road (Moderately Congested)
- Medlock Bridge Road (Moderately Congested)

Figure T-7: Excerpt from ARC's CMP in Johns Creek



These congested corridors were identified using evaluation criteria that addressed the intensity, duration, and the extent of congestion. Measures to determine such parameters of congestion included travel time indexes, total daily congested hours, and total vehicle delay percentage.

GRTA Regional Transit Action Plan

The Regional Transit Action Plan (RTAP) is a framework for the metro Atlanta region to help create more transportation choices. RTAP is a two year study that recommends an integrated and seamless public transportation network for the Atlanta region. The RTAP study began in November, 2001, and was adopted on June 30, 2003. RTAP has developed a long-range transit action plan for the 13-county non-attainment area.

Potential improvements identified in RTAP have positive implications on the multi-modal transportation network in Johns Creek. An arterial Bus Rapid Transit (BRT) project is planned for State Bridge Road within Johns Creek, that is intended to be apart of a BRT corridor linking Marietta and Lawrenceville. An expanded local bus system is proposed along McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Old Alabama Road, Jones Bridge Road, and Medlock Bridge Road. The local bus routes would serve to connect local residents and workers in Johns Creek to Duluth, Norcross, Roswell, and Alpharetta. An excerpt from RTAP is shown in Figures T-8 and T-9 to provide a graphical overview of these projects.

GRTA Express Bus 408 exists today and serves the eastern area of Johns Creek along Medlock Bridge Road (SR 141). The route extends between Doraville MARTA Station on the south to Johns Creek Hospital on the north.

Transportation Planning Board (TPB)

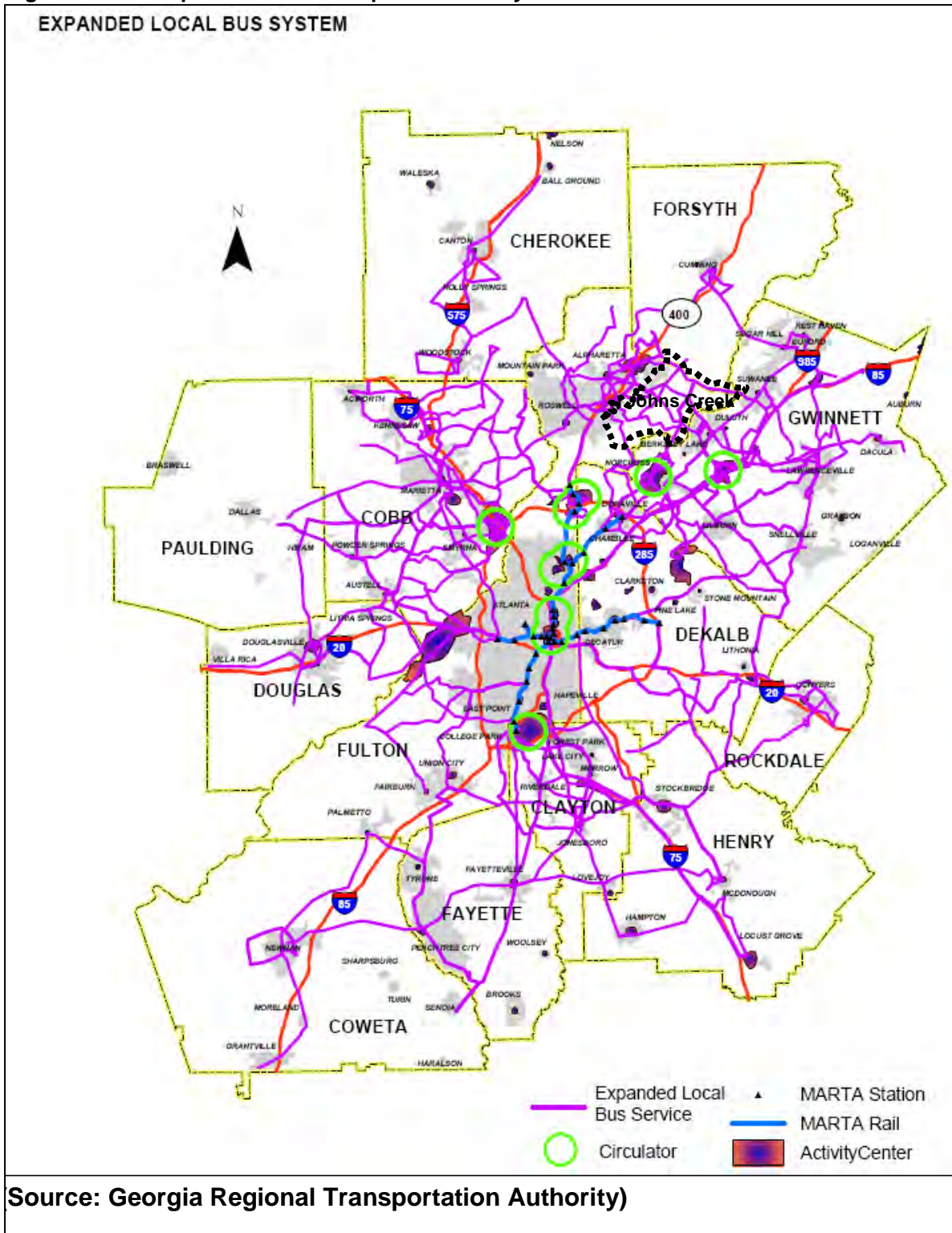
The Transit Planning Board (TPB) aims to establish a sustainable and integrated transit network for the Atlanta region. TPB was created by a joint resolution of the Atlanta Regional Commission (ARC), Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Georgia Regional Transportation Authority (GRTA). The objectives of TPB are as follows:

- Conduct an initial planning phase of at least two years during which it will develop a regional transit plan including a comprehensive financial plan;
- Work to improve regional service coordination, including integrating fares, marketing and customer information;
- Measure system performance; and,
- Advocate for increased federal funding for regional transit.

Figure T-8: Excerpt from GRTA's Draft Concept Plan



Figure T-9: Excerpt from GRTA's Expanded Bus System Plan



TPB's Adopted Concept Plan 3 Regional Transit Vision (August 28, 2008) proposes various regional transit initiatives (see **Figure T-10**). Projects within and immediately adjacent to Johns Creek include arterial rapid bus along State Bridge Road as well as regional suburban bus along the SR 141 (Medlock Bridge Road) / SR 120 (Abbotts Bridge Road) and SR 140 (Holcomb Bridge Road) corridors. A variety of other services are proposed in the larger area adjacent to Johns Creek. Transit centers are identified near Norcross and Cumming. New services extending from MARTA's current northern heavy rail terminus near Perimeter include LRT (light rail transit) along SR 400 to Windward Parkway, with continued service to expressway bus up to Cumming. Commuter rail, a section of which connects Doraville and Duluth, is also proposed adjacent to the Buford Highway corridor.

Atlanta Regional Freight Mobility Plan

The Regional Freight Mobility Plan is a data-driven, policy-based plan that identifies and prioritizes improvements that accommodate mobility of both people and goods while mitigating congestion and safety issues. An in-depth assessment of the region's freight system performance was conducted and key freight mobility needs were identified in the 20-county Atlanta region.

No regional truck routes were identified within Johns Creek through this effort. The State Route system serves the truck movements throughout and within Johns Creek.

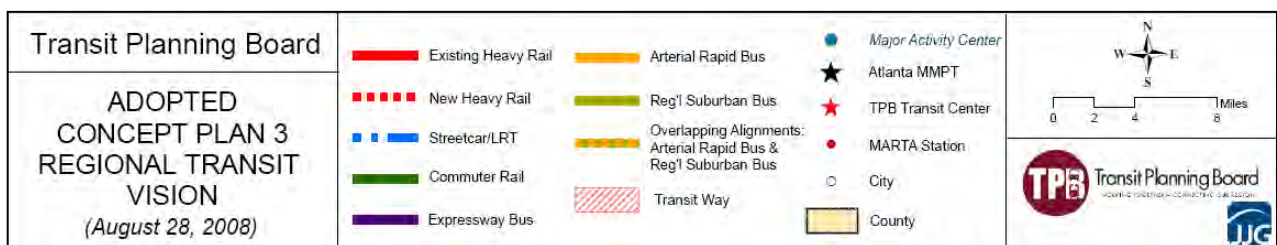
ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan

The Atlanta Regional Commission (ARC) produced the Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan in 2002. The Plan is a policy and project oriented plan that encourages regional coordination of non-motorized planning efforts and builds on the strategies of previous plans with the intention of creating both a regional scale bicycle network that includes on-road facilities and shared use pathways and a pedestrian network focused around major activity centers.

The *ARC 2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Report*, by Sprinkle Consulting, Inc., provides an update to the previous 2002 plan. The 2007 plan's intention is "creating a regional scale bicycle network that includes both on-road facilities and shared use pathways and a pedestrian network focused around major activity centers".

The Plan has recommended paved shoulders for most of McGinnis Ferry Road in Johns Creek and detailed further study on McGinnis Ferry Road just west of Jones Bridge Road. Other roads in Johns Creek were not addressed in the plan update.

Figure T-10: Excerpt from TPB's Adopted Concept Plan 3 Regional Transit Vision



Roadway Capacity and Safety Needs Assessment

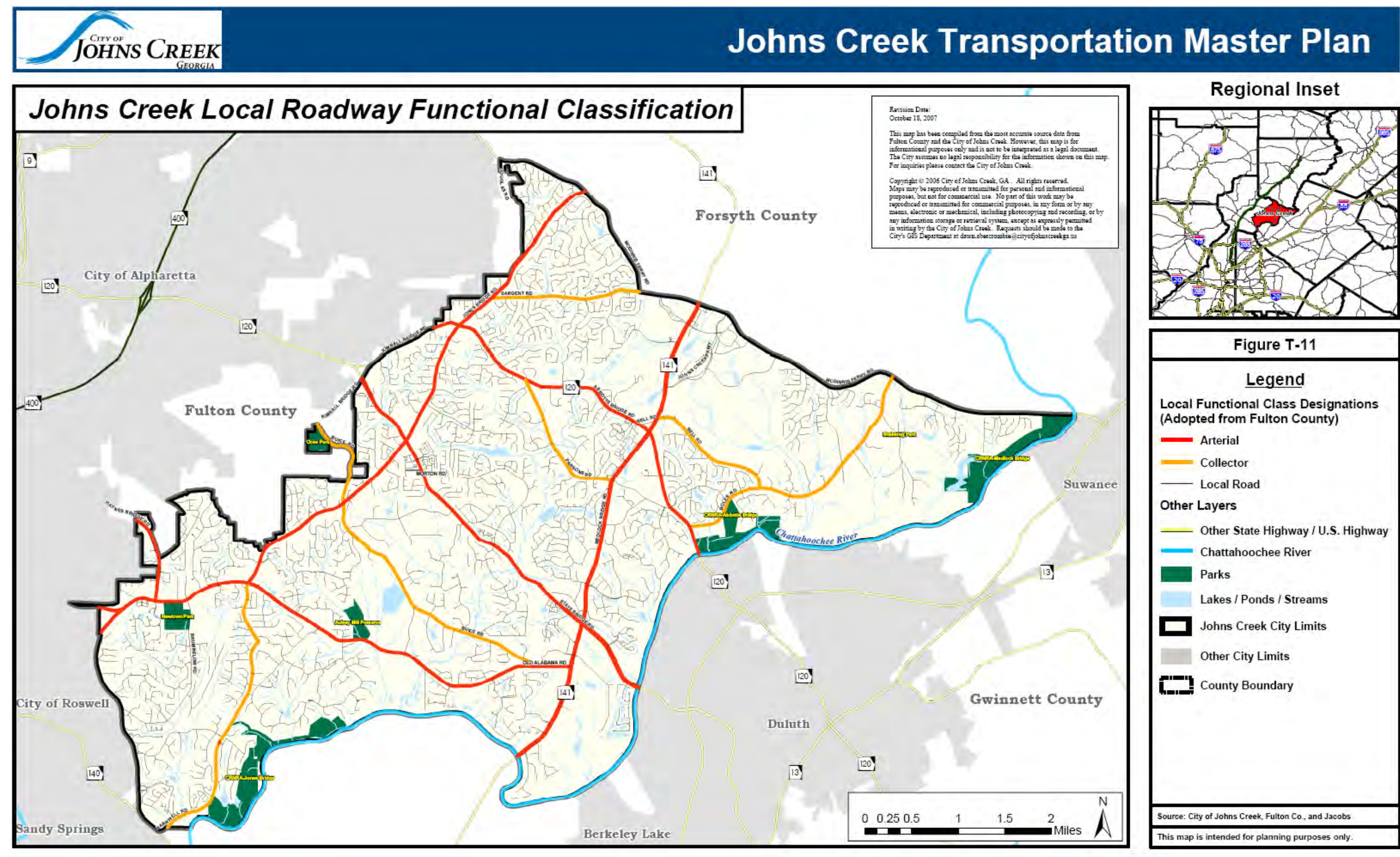
The differential between traffic demand and the available road capacity in a community generally dictates the adequacy or inadequacy of a transportation system. The overall safety of that transportation system also plays a key role in defining the quality of the network. This section aims to detail the existing road capacity and safety characteristics of the road system serving the City of Johns Creek.

Roadway Jurisdiction and Functional Classification

Johns Creek has approximately 355 miles of roadways and 27 bridges. Roadway can be described by the local functional classification system, which defines a roadway based on its accessibility and mobility. On one end of the spectrum are expressways/interstates, which provide the greatest mobility with controlled access. On the other end are local roads, which provide the greatest accessibility and feed traffic into higher capacity roads. A description of the system's major functional classifications is presented below and is shown in Figure T-11 for the local roadway classification system. In addition to the local functional classification system, originally established by Fulton County, GDOT monitors its own functional classification system. GDOT's functional classifications of roadways in Johns Creek are shown in Figure T-12.

- **Highways and Freeways** – Interstates and freeways provide the greatest level of mobility, with access limited to interchanges. The nearest freeways to Johns Creek are SR 400 (Georgia 400) on the west, I-85 on the east, and I-285 on the south.
- **Arterials** – An arterial is a street or road whose primary function is to carry through traffic over relatively long distances between major activity areas. Specific arterial facilities include Medlock Bridge Road, Jones Bridge Road, Abbotts Bridge Road, State Bridge Road, Old Alabama Road, and Holcomb Bridge Road.
- **Collectors** – A collector is a street or road whose primary function is to carry through traffic over minor distances from local streets and subdivisions to an activity center or higher classification street.
- **Local Streets** – Local streets feed the collector system from low volume residential and commercial areas.

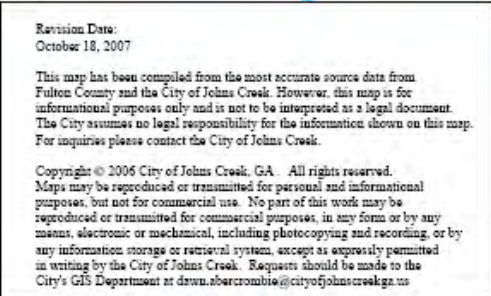
Figure T-11 Local FC





CITY OF
JOHNS CREEK
GEORGIA

2007 GDOT Roadway Functional Classification



Legend

Other Layers

- Other State Highway / U.S. Highway
- Chattahoochee River
- Parks
- Lakes / Ponds / Streams
- Johns Creek City Limits
- Other City Limits
- County Boundary

This map is intended for planning purposes only.

Under the GDOT functional classification, Johns Creek roadways are classified as follows:

- Principal Arterial – State Bridge Road.
- Minor Arterial – Medlock Bridge Road (SR 141), Jones Bridge Road, portions of McGinnis Ferry Road, Abbotts Bridge Road/Kimball Bridge Road, Old Alabama Road, and Haynes Bridge Road.
- Minor Collector – Bell Road, Johns Creek Parkway, Boles Road, Parsons Road, Sargent Road, Buice Road, Morton Road, Barnwell Road, and Nesbitt Ferry Road.

The City of Johns Creek is considering modifications to the functional classification system to reflect local roadway use and community road use.

Roadway Analysis Criteria

The level of system performance varies by type of transportation facility, geographic location, time of day, and other characteristics. Each roadway in the network has a theoretical capacity based on its functional classification and characteristics. When roadways are operating in free-flow conditions, capacity constraints are not apparent. However, as traffic volumes increase, available capacity is restricted and roadway congestion results. Federal regulations define traffic congestion as the level at which transportation system performance is no longer acceptable.

Capacity needs are identified using measures such as daily volume to capacity (v/c). The v/c ratio of a specific roadway is an indicator of the level of service (LOS) that can be expected on that roadway. A v/c ratio of less than 1.0 indicates that a road can handle additional volume and remain within capacity. A v/c ratio of 1.0 indicates that a road has reached its capacity, and additional traffic volume will result in a less than acceptable LOS. A v/c ratio of more than 1.0 indicates that a road's traffic volume exceeds its capacity to handle that traffic, resulting in an unacceptable LOS. The computation and analysis of roadway v/c allows system-wide analysis of the transportation network, providing an approximation of the LOS of roadways or corridors, based on information such as lane configuration, observed roadway speed, and traffic volumes.

V/C ratios are linked to LOS to provide an easier way to communicate roadway operations. LOS is a user-based assessment of conditions. Roadways are given a letter designation, with "A" representing the best operating conditions and "F" representing the worst. The 2000 *Highway Capacity Manual* provides the following LOS guidelines:

- LOS A, B and C indicate conditions where traffic can move relatively freely.
- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted.
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from the bottleneck or breakdown.

The following LOS criteria are used to determine congestion levels on roadway segments within the ARC travel demand model.

- LOS A through C is equivalent to a v/c of 0.7 or less.
- LOS D is equivalent to a v/c of 0.701 to 0.85.
- LOS E is equivalent to a v/c of 0.851 to 1.00.
- LOS F is equivalent to a v/c greater than 1.00.

Roadway Characteristics

Roadway capacity is primarily determined by its number of lanes, signal density and operations, signal and intersection spacing and functional classification. The number of lanes and traffic signal locations within the City of Johns Creek are shown in Figure T-13. The intersection spacing's along key roadways in Johns Creek are shown in Figure T-14.

As shown in Figure T-14, the access density of key roadways in Johns Creek have been identified. This map was developed by counting the driveways/intersections and spacing's along these roadways. The higher the access density (lower intersection spacing), the lower the capacity of the road. Segments of Abbotts Bridge Road, Old Alabama Road, and Jones Bridge Road appear to have relatively higher number of intersections and lower intersection spacing, limiting the capacity of roadways.

Existing Travel Patterns

Travel within Johns Creek is predominantly made with the automobile. Understanding the travel characteristics of the traffic found in Johns Creek is essential to identifying the appropriate solutions. For example, if a roadway is congested due to a high percentage of traffic merely traveling through the city, solutions may need to be geared towards access management and through capacity enhancements. Conversely, if the congested roadway consists of a high proportion of local traffic, new local connectivity may be the appropriate solution for locals destined for businesses situated along that roadway.

Figure T-13: Existing Road Characteristics

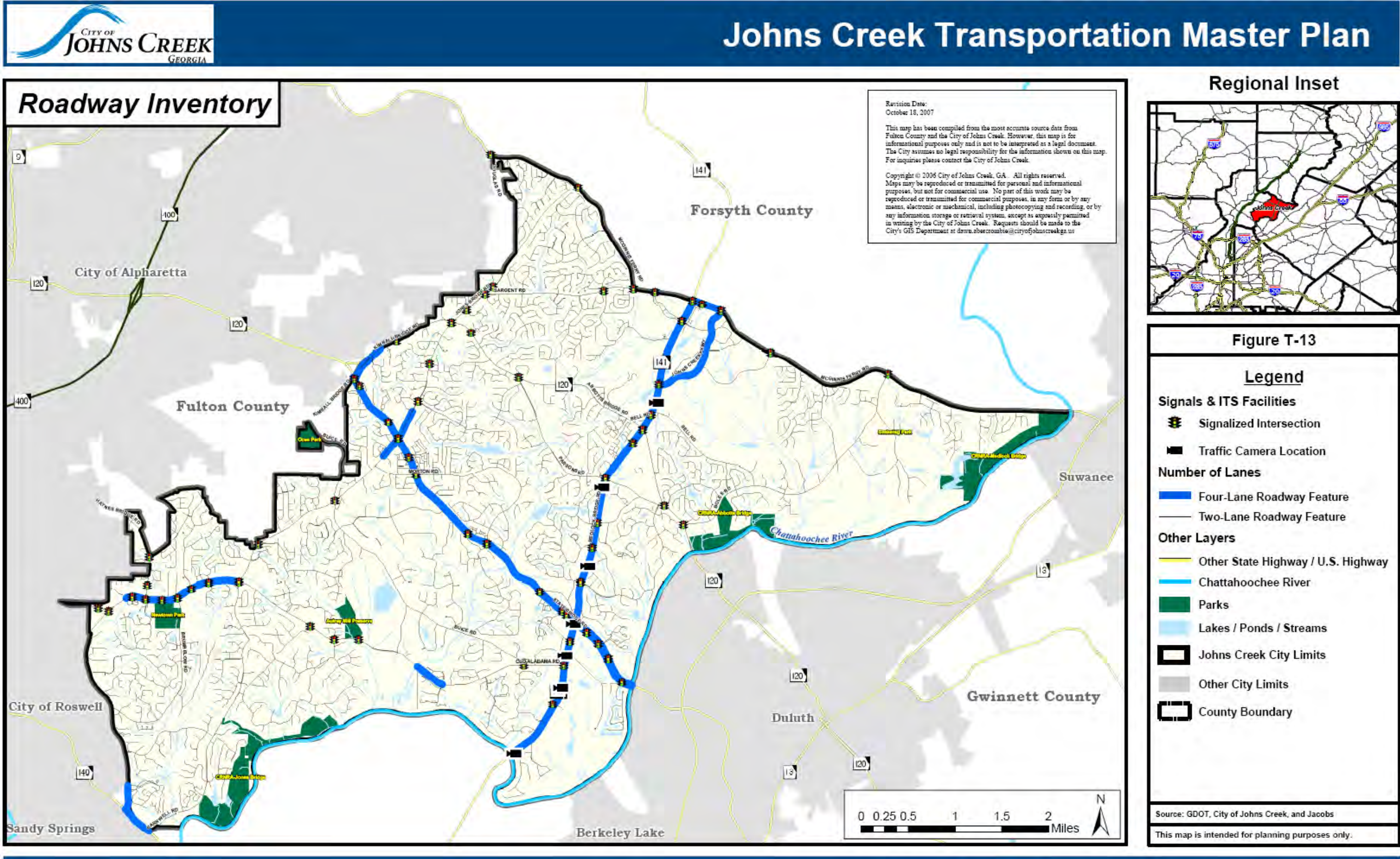
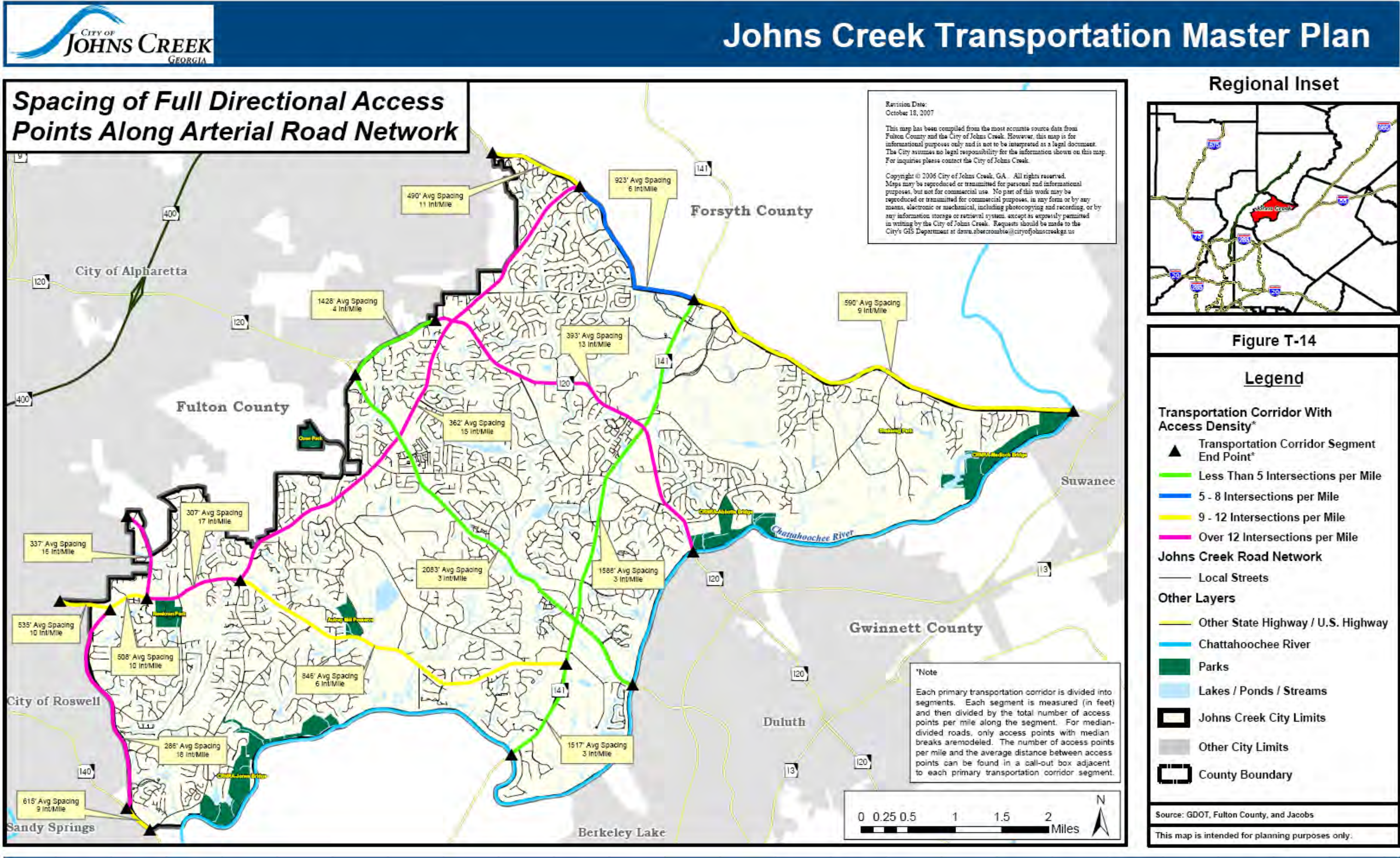


Figure T-14: Existing Access Density on Key Roadways



Vehicular traffic in Johns Creek can be categorized as follows: (a) Trips within Johns Creek (b) Trips either starting or ending in Johns Creek (c) Trips going through Johns Creek. Figure T-15 shows the existing proportion of these trips at twelve locations within Johns Creek. They are detailed in Table 7.3. The origin-destination data was obtained using ARC's travel demand model for the Year 2005.

Table 7.3: Existing Travel Characteristics in Johns Creek

Location	Description	2005 Trips		
		Within JC	To/From JC	Through JC
1	McGinnis Ferry Road , West of Old Atlanta Road	1%	70%	29%
2	McGinnis Ferry Road , East of Jones Bridge Road	1%	49%	50%
3	Abbotts Bridge Road, East of Parsons Road	16%	53%	31%
4	State Bridge Road, West of Morton Road	14%	43%	44%
5	Old Alabama Road, West of Spruill Road	13%	53%	34%
6	Old Alabama Road, West of Jones Bridge Road	13%	60%	27%
7	Jones Bridge Road, North of Sargent Road	12%	60%	28%
8	Jones Bridge Road, North of State Bridge Road	37%	59%	4%
9	Jones Bridge Road, North of Buice Road	40%	56%	4%
10	Medlock Bridge Road, North of Abbotts Bridge Road	8%	35%	57%
11	Medlock Bridge Road, North of State Bridge Road	7%	42%	51%
12	Medlock Bridge Road, South of Old Alabama Road	2%	58%	40%

As shown in Figure T-15 and detailed in Table 7.3, the following observations are noted:

- Medlock Bridge Road experiences a relatively higher proportion of traffic traveling through Johns Creek (i.e. no origin or destination within Johns Creek).
- Traffic along Jones Bridge Road near State Bridge Road and Buice Road have a relatively higher proportion of local traffic compared to other locations in Johns Creek.
- Trips either starting or ending in Johns Creek are evident at all locations.

Existing Roadway Operational Needs

In order to determine which facilities in Johns Creek are currently congested, the Atlanta Regional Commission's (ARC's) regional transportation plan and travel demand model was used. Model results for the 2005 and 2030 networks were evaluated. It is important to note that the model network reflects the regionally significant roads. Therefore, some local roads are not included on the network.

Figure T-15: Year 2005 O-D Trips

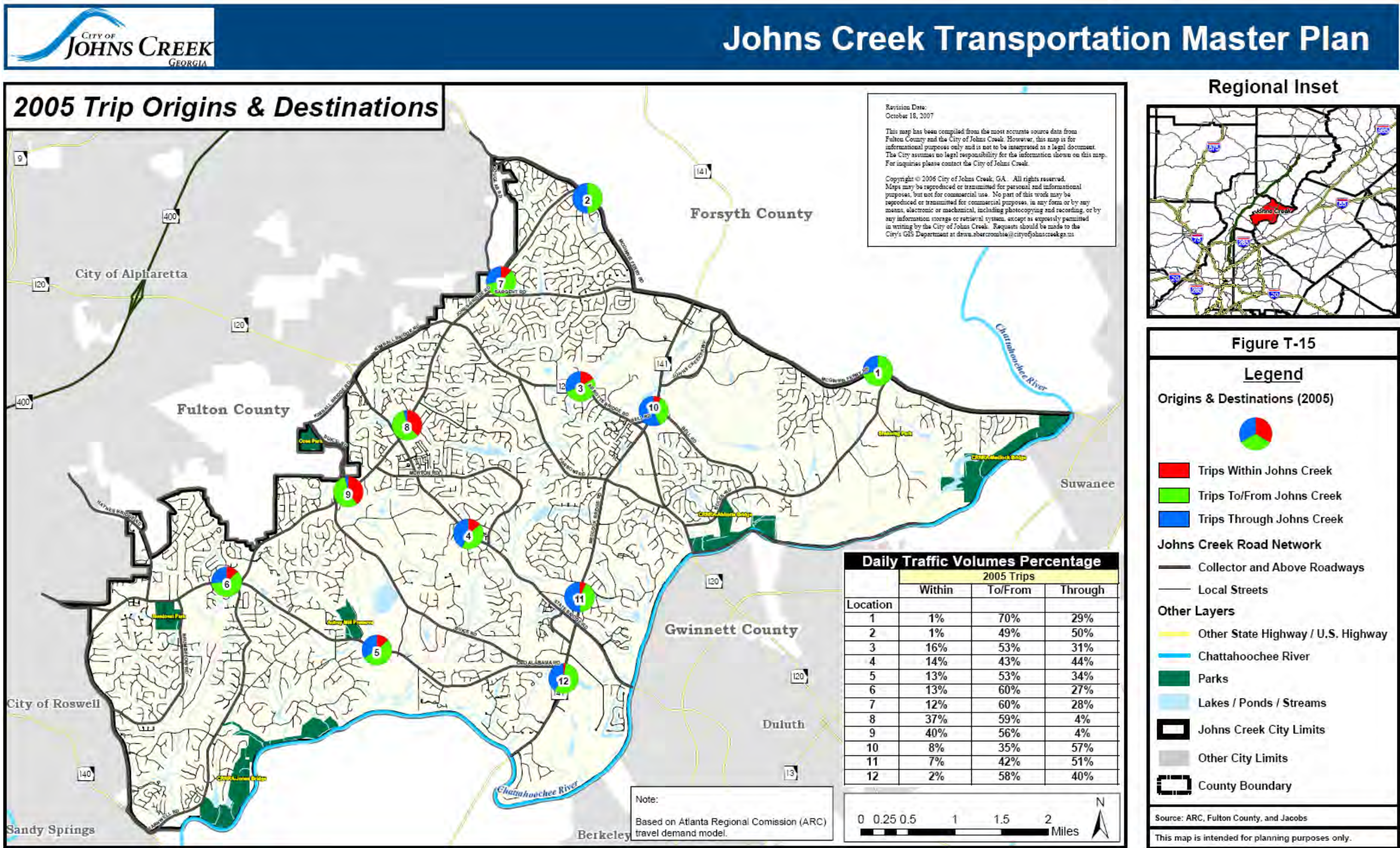


Figure T-16 shows the levels of congestion in Johns Creek for the Year 2005 based on ARC travel demand model results. As shown in the map, many key roadways in Johns Creek operate over capacity. The following corridors within Johns Creek are over capacity for either its entire length or for major portions of the corridor:

- Medlock Bridge Road (SR 141)
- Jones Bridge Road (between Old Alabama and past Sargent Road)
- McGinnis Ferry Road (west of Medlock Bridge Road and east of Bell/Boles Road)
- Kimball Bridge Road/Abbotts Bridge Road
- State Bridge Road
- Old Alabama Road

In addition to ARC's travel demand model data, Year 2006 daily traffic volume data was obtained from the GDOT traffic count stations. In addition, Year 2007 data was procured in December 2007 at 25 locations in Johns Creek. Figure T-17 shows these daily traffic volumes and the corresponding section of roadway likely to be represented by the traffic volume counts indicated. Figure T-17 also shows Level of Service (LOS) ratings for areas in the vicinity of the traffic counts. These LOS values were calculated using GRTA Development of Regional Impact (DRI) LOS Service Volume tables.

It is important to note, the 2005 ARC travel demand model results do not reflect the widening of State Bridge Road which provides additional capacity, reducing pressure on Abbotts Bridge Road and Buice Road. The GDOT count station volumes and additional Year 2007 counts shown in Figure T-17 were compared to capacity with the assumed widening of State Bridge Road to 4-lanes divided (completed in Year 2006).

Year 2030 Roadway Operational Needs

In the Year 2030 Vehicular traffic in Johns Creek can be categorized as follows: (a) Trips within Johns Creek (b) Trips either starting or ending in Johns Creek (c) Trips going through Johns Creek. Figure T-18 shows the existing proportion of these trips at twelve different locations within Johns Creek. They are detailed in Table 7.4. The origin-destination data analysis was performed using ARC's travel demand model for the Year 2030.

Figure T-16: 2005 V/C

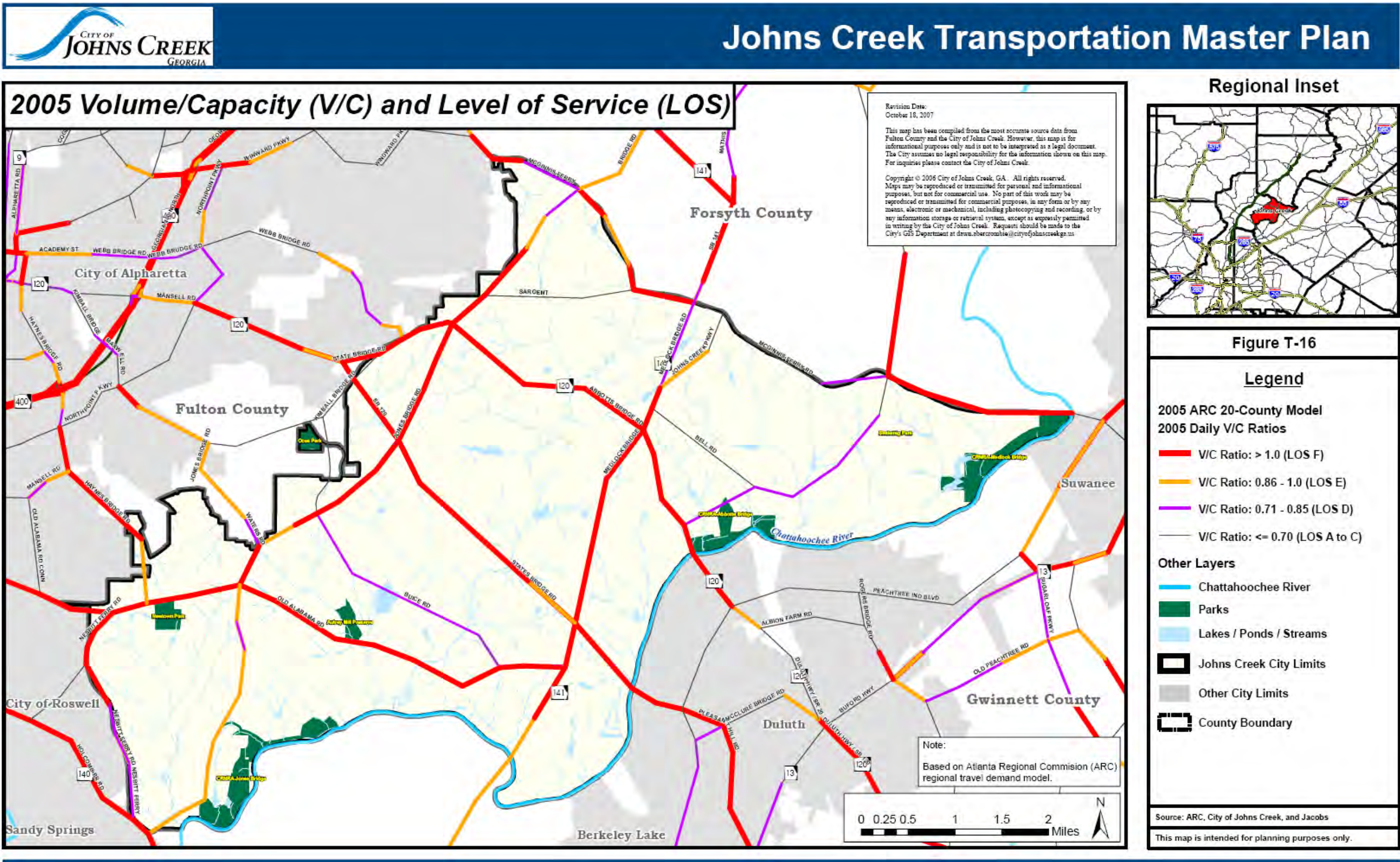


Figure T-17: 2006 and 2007 Daily Traffic Volumes and LOS

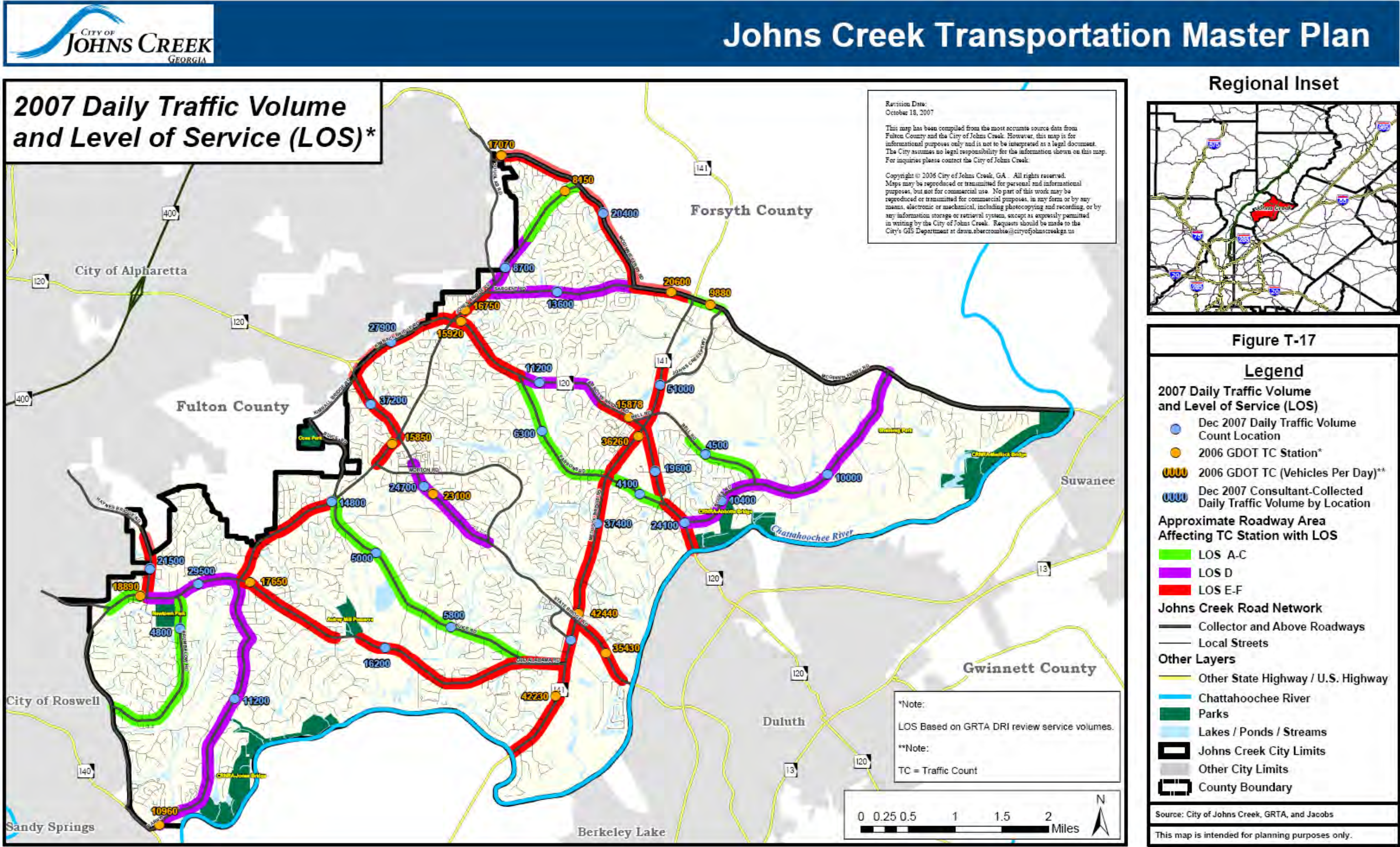


Figure T-18: 2030 Origins & Destinations Map

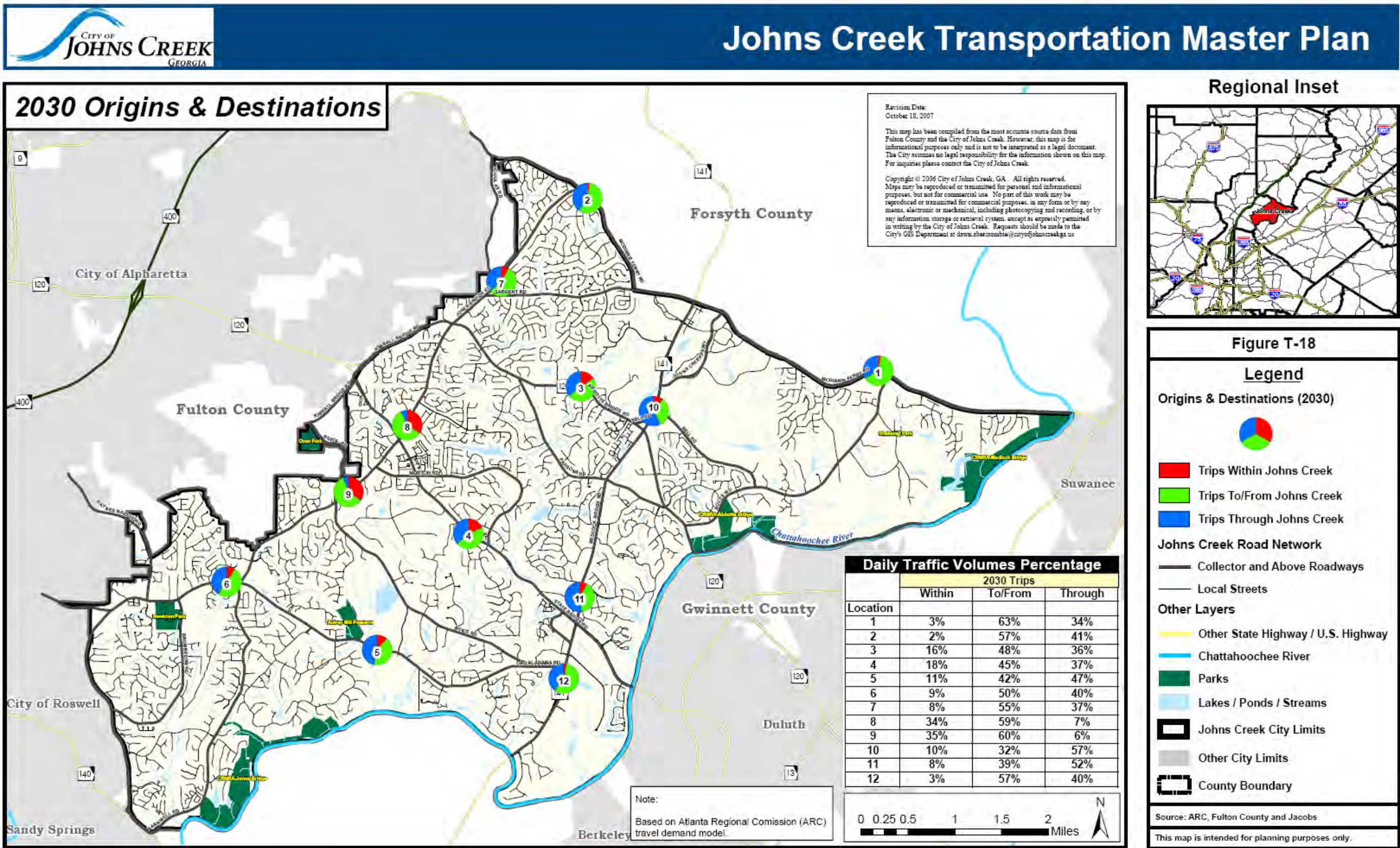


Table 7.4 Year 2030 Travel Characteristics in Johns Creek

Location	Description	2030 Trips		
		Within JC	To/From JC	Through JC
1	McGinnis Ferry Road , West of Old Atlanta Road	3%	63%	34%
2	McGinnis Ferry Road , East of Jones Bridge Road	2%	57%	41%
3	Abbotts Bridge Road, East of Parsons Road	16%	48%	36%
4	State Bridge Road, West of Morton Road	18%	45%	37%
5	Old Alabama Road, West of Spruill Road	11%	42%	47%
6	Old Alabama Road, West of Jones Bridge Road	9%	50%	40%
7	Jones Bridge Road, North of Sargent Road	8%	55%	37%
8	Jones Bridge Road, North of State Bridge Road	34%	59%	7%
9	Jones Bridge Road, North of Buice Road	35%	60%	6%
10	Medlock Bridge Road, North of Abbotts Bridge Road	10%	32%	57%
11	Medlock Bridge Road, North of State Bridge Road	8%	39%	52%
12	Medlock Bridge Road, South of Old Alabama Road	3%	57%	40%

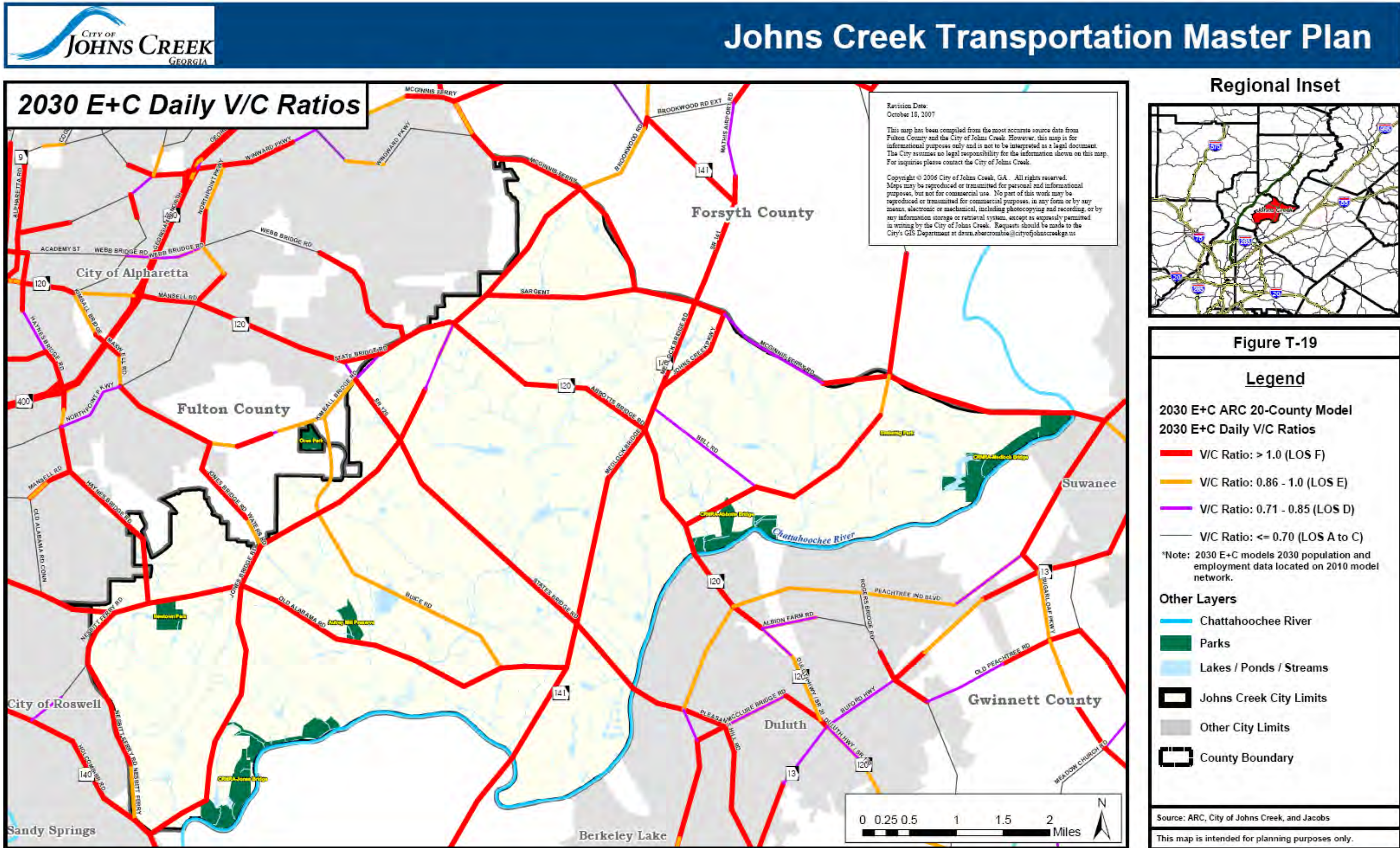
As shown in Figure T-18 and detailed in Table 7.4, the following observations are noted:

- Medlock Bridge Road, Old Alabama Road, State Bridge Road, Abbotts Bridge Rd/Kimball Bridge Road, and McGinnis Ferry Road will experience a relatively higher proportion of traffic traveling through Johns Creek (i.e. no origin or destination within Johns Creek).
- Traffic along Jones Bridge Road near State Bridge Road and Buice Road have a relatively higher proportion of local traffic compared to other locations in Johns Creek.
- Trips either starting or ending in Johns Creek are equally evident at all locations.
- These Year 2030 travel patterns are very similar to those indicated for Year 2005 (as seen in Table 7.3).

2030 Conditions with Existing Network plus Committed Projects

A network of existing roadways and those projects that have funding already committed to them was used to determine future volume to capacity ratios. This is typically termed the E+C Network. Figure T-19 shows the Year 2030 E+C Daily V/C's. These V/C's were calculated from ARC's Travel Demand Model. As shown in the map, many key roadways in Johns Creek are anticipated to operate over capacity in Year 2030.

Figure T-19 2030 e+c v/c



The following Johns Creek corridors are over capacity for either their entire length or major portions:

- Medlock Bridge Road (SR 141)
- Jones Bridge Road and Barnwell Road
- McGinnis Ferry Road
- Kimball Bridge Road/Abbotts Bridge Road
- State Bridge Road
- Old Alabama Road
- Haynes Bridge Road
- Sargent Road
- Boles/Bell Road
- Johns Creek Parkway

Figure T-20 illustrates the capacity deficiencies for key roadways in Johns Creek. The ARC travel demand model volumes and capacities were used in this assessment of the severity of capacity deficiencies. As this Figure shows, most deficiencies are less than 9,000 vehicles per day, an amount that represents half the capacity of an additional travel lane in each direction.

2030 Conditions with ARC's RTP Projects

A network of existing roadways and projects that have or may not have programmed funding (the RTP Build network) was used to determine future volume to capacity ratios. Figure T-21 shows the Year 2030 RTP Build Daily V/C's. This map shows the V/C ratios for 2030 on key roadways in Johns Creek assuming all the projects included in the RTP are constructed (see Figure T-6 for RTP projects).

As shown in Figure T-21, even with the RTP projects included in the model, some key roadways in Johns Creek will continue to operate over capacity. The following Johns Creek corridors are over capacity for either their entire length or major portions:

- Medlock Bridge Road (SR 141)
- Old Alabama, near SR 141 and west of Jones Bridge Road
- Jones Bridge Road and Barnwell Road
- McGinnis Ferry Road west of SR 141 and east of Bell/Boles Road
- Kimball Bridge Road/Abbotts Bridge Road
- State Bridge Road
- Johns Creek Parkway
- Sargent Road near McGinnis Ferry Road
- Bell/Boles Road

Figure T-20: 2030 E+C Needs

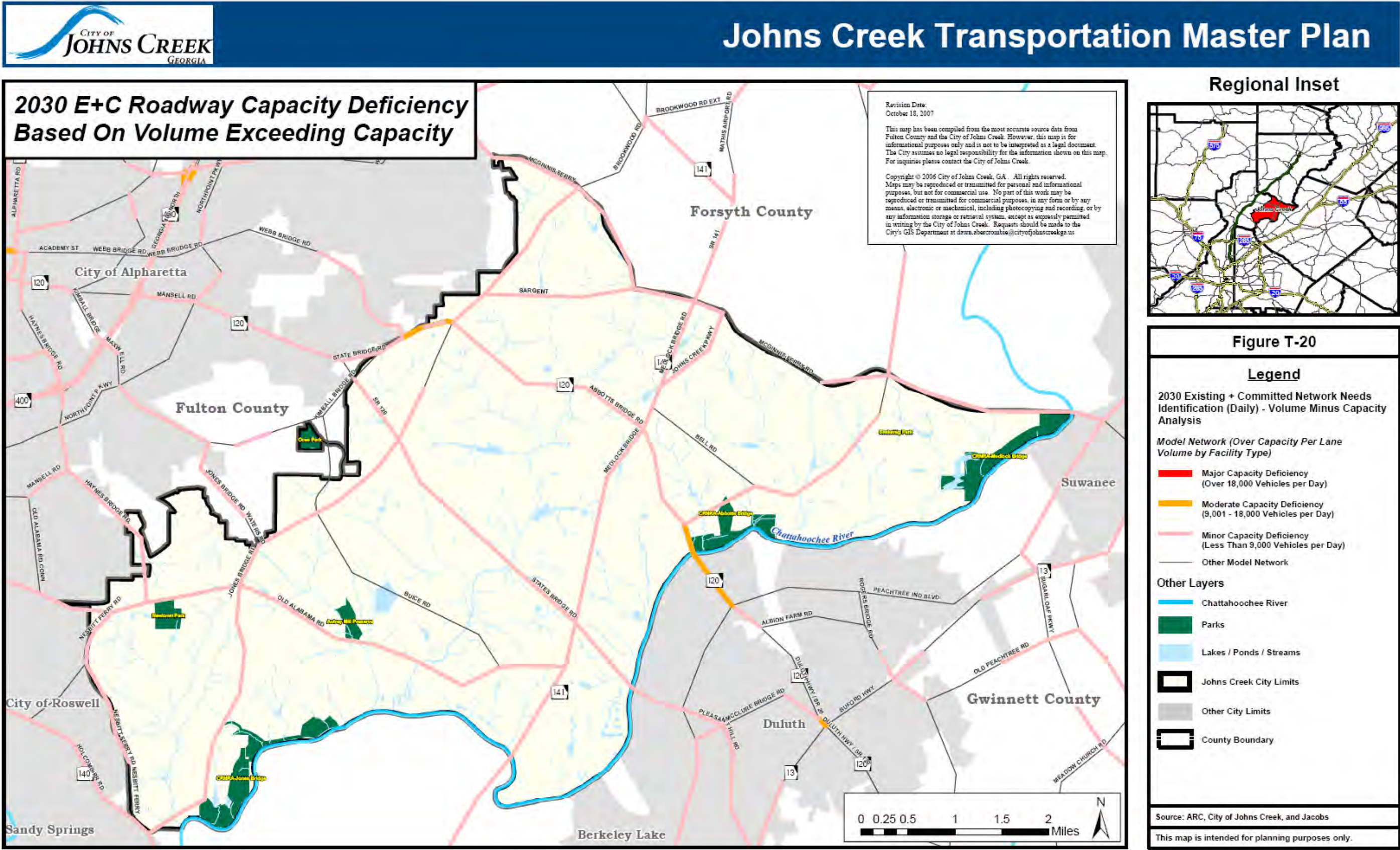
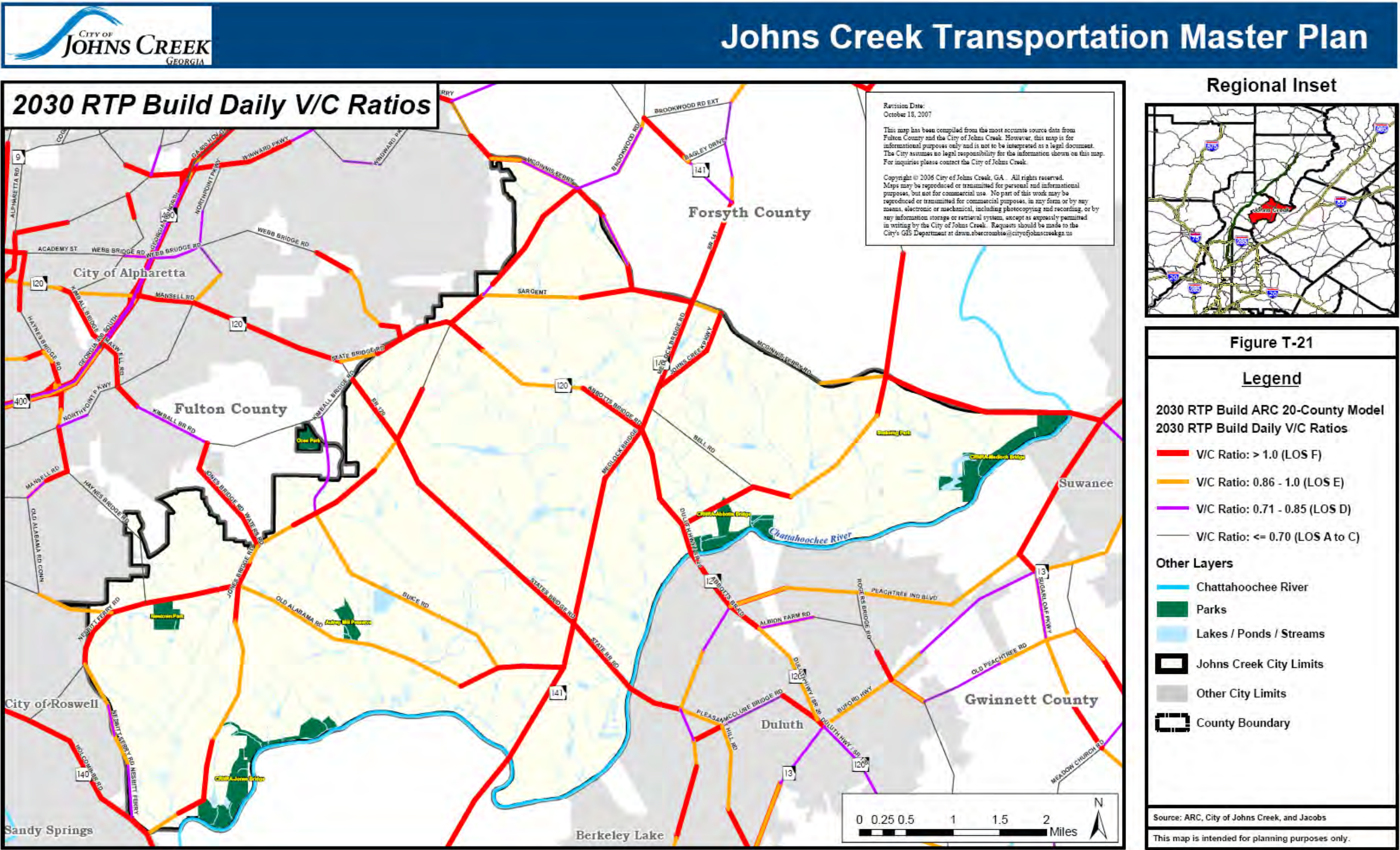


Figure T-21: 2030 RTP Build V/C



Intersections of Major Roads

It is important to note that intersections generally constrain or limit the capacity of a roadway corridor. Intersections along corridors, especially with major roads, can create bottlenecks that constrain the capacity and flow of a corridor. Intersections with minor cross roads frequently constrain the main roads green time for through traffic to 60-70% of the green cycle. Major arterials intersecting another major road can constrain the main roads green time for through traffic to 40% of the green cycle. In order to identify locations with the potential to become bottleneck intersections, intersecting roads both having $v/c=0.7$ or greater (LOS D) were identified using the ARC travel demand model data for Year 2030.

Based on Year 2030 travel demand model results, those intersections include:

- Medlock Bridge Road at Old Alabama Road;
- Medlock Bridge Road at State Bridge Road;
- Medlock Bridge Road at Abbotts Bridge Road;
- Medlock Bridge Road at Johns Creek Parkway;
- Medlock Bridge Road at McGinnis Ferry Road;
- Jones Bridge Road at Old Alabama Road;
- Jones Bridge Road at Waters Road;
- Jones Bridge Road at Buice Road;
- Jones Bridge Road at State Bridge Road;
- Jones Bridge Road at Abbotts Bridge Road;
- Jones Bridge Road at Sargent Road;
- Jones Bridge Road at McGinnis Ferry Road;
- Old Alabama Road at Nesbitt Ferry Road;
- Old Alabama Road at Buice Road;
- Abbotts Bridge Road at Boles Road;
- Sargent Road at McGinnis Ferry Road;
- Johns Creek Parkway at McGinnis Ferry Road; and,
- McGinnis Ferry Road at Bell/Boles Road.

Sample bottleneck intersections will be investigated further in the community agenda through case studies of severely congested and moderately congested locations.

Roadway Safety

In order to evaluate roadway safety, vehicle crashes, including those between vehicles and pedestrians or bicyclists, were examined for the period of 2003 through 2006 using the GDOT crash database for roadway facilities within Johns Creek.


Figure T-22 shows the crash rates exceeding the Year 2006 state wide average rates, according to each road's functional classification. As shown in the Figure T-22, the crash rates calculated for the following roadways exceed statewide averages according to their functional classification:

- Medlock Bridge Road
- Old Alabama Road west of Jones Bridge Road
- State Bridge Road
- Kimball Bridge Road/Abbotts Bridge Road
- Sargent Road
- Johns Creek Parkway

Summary of Identified Roadway Capacity and Safety Needs

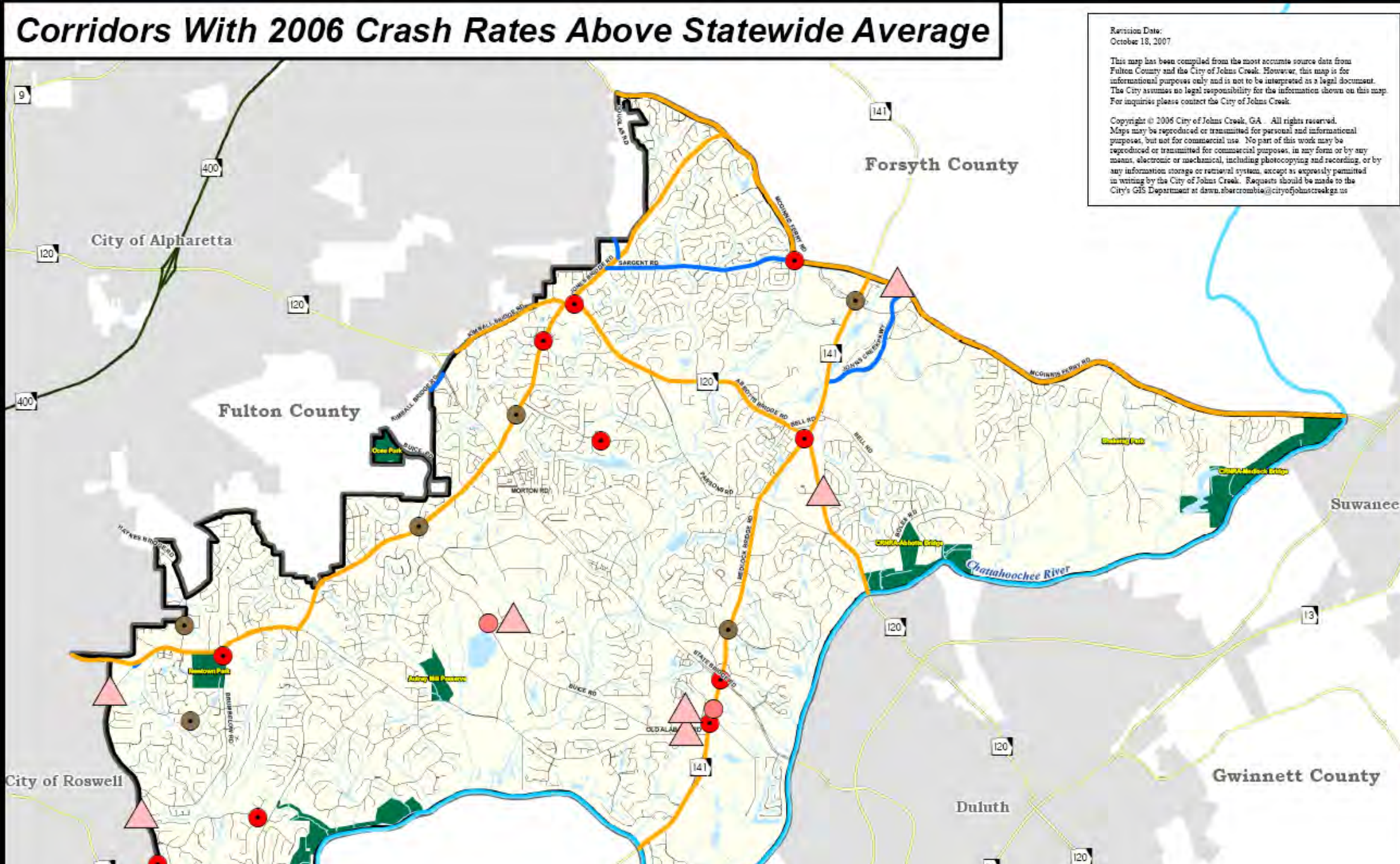
The assessment of roadway capacity and safety has examined several areas of transportation needs in categories as indicated below.

- Examination of roadway functional classification and its relationship to service of adjacent land use and 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.



Johns Creek Transportation Master Plan

Corridors With 2006 Crash Rates Above Statewide Average



Revision Date:
October 18, 2007

This map has been compiled from the most accurate source data from Fulton County and the City of Johns Creek. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Johns Creek.

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Regional Inset

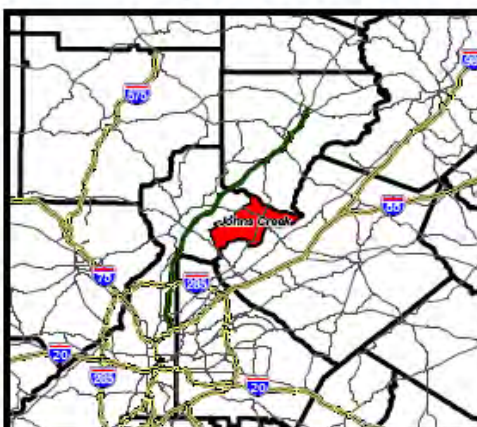


Figure T-22

Legend

Fatal Crash Location (2003-2006)

▲ Crash With Fatality

● Crash Involving Bicycle Fatality

Bicycle/Pedestrian Crash Locations (2003-2006)

● Crash Involving Bicycle

● Crash Involving Pedestrian

2006 Crash Rate (Per 100 Million Vehicle Miles Traveled) Above 2006 Statewide Average By Functional Classification*

— Minor Arterial

— Collector

— Local Road (Crash Rate Not Calculated)

*Note: State Bridge Rd (Principal Arterial) is under 2006 statewide crash average.

Other Layers

— Other State Highway / U.S. Highway

— Chattahoochee River

■ Parks

■ Lakes / Ponds / Streams

Johns Creek City Limits

Other City Limits

County Boundary

Source: GDOT Crash Database (2003-2006), Fulton County, and Jacobs

This map is intended for planning purposes only.

Transit Needs Assessment

Transit in Johns Creek is presently limited, with GRTA Express Bus 408 operating as the lone transit route in Johns Creek. It serves the eastern area of the City along Medlock Bridge Road (SR 141). The route extends between Doraville MARTA station on the south to Johns Creek Hospital on the north. This route is shown in Figure T-23.

GRTA's Regional Transit Action Plan (RTAP) is a framework for the metro Atlanta region to help create more transportation choices. Potential improvements identified in RTAP have positive implications on the multi-modal transportation network in Johns Creek. An arterial Bus Rapid Transit (BRT) project is planned for State Bridge Road within Johns Creek, that is intended to be apart of a BRT corridor linking Marietta and Lawrenceville. An expanded local bus system is proposed along McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Old Alabama Road, Jones Bridge Road, and Medlock Bridge Road. The local bus routes would serve to connect local residents and workers in Johns Creek to Duluth, Norcross, Roswell, and Alpharetta. These planned transit additions are shown in Figure T-23.

The Transit Planning Board (TPB) has compiled a list of proposed regional transit projects in the area in North Fulton County. According to a map dated February 5, 2007, the map identifies State Bridge Road as having an arterial BRT system. It also identifies the following roads in Johns Creek for potential implementation of a local bus system: Kimball Bridge Road/Abbotts Bridge Road, Old Alabama Road, Medlock Bridge Road, and Jones Bridge Road. The map also identifies a proposed commuter rail station in Duluth near Abbotts Bridge Road and Buford Highway. These projects are shown in Figure T-23.

Summary of Identified Transit Needs

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

- 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 BRT or other commuter transit service in Johns Creek.
- Identify park and ride facilities.
- Coordinate existing and planned pedestrian and bicycle facilities with potential future transit service.

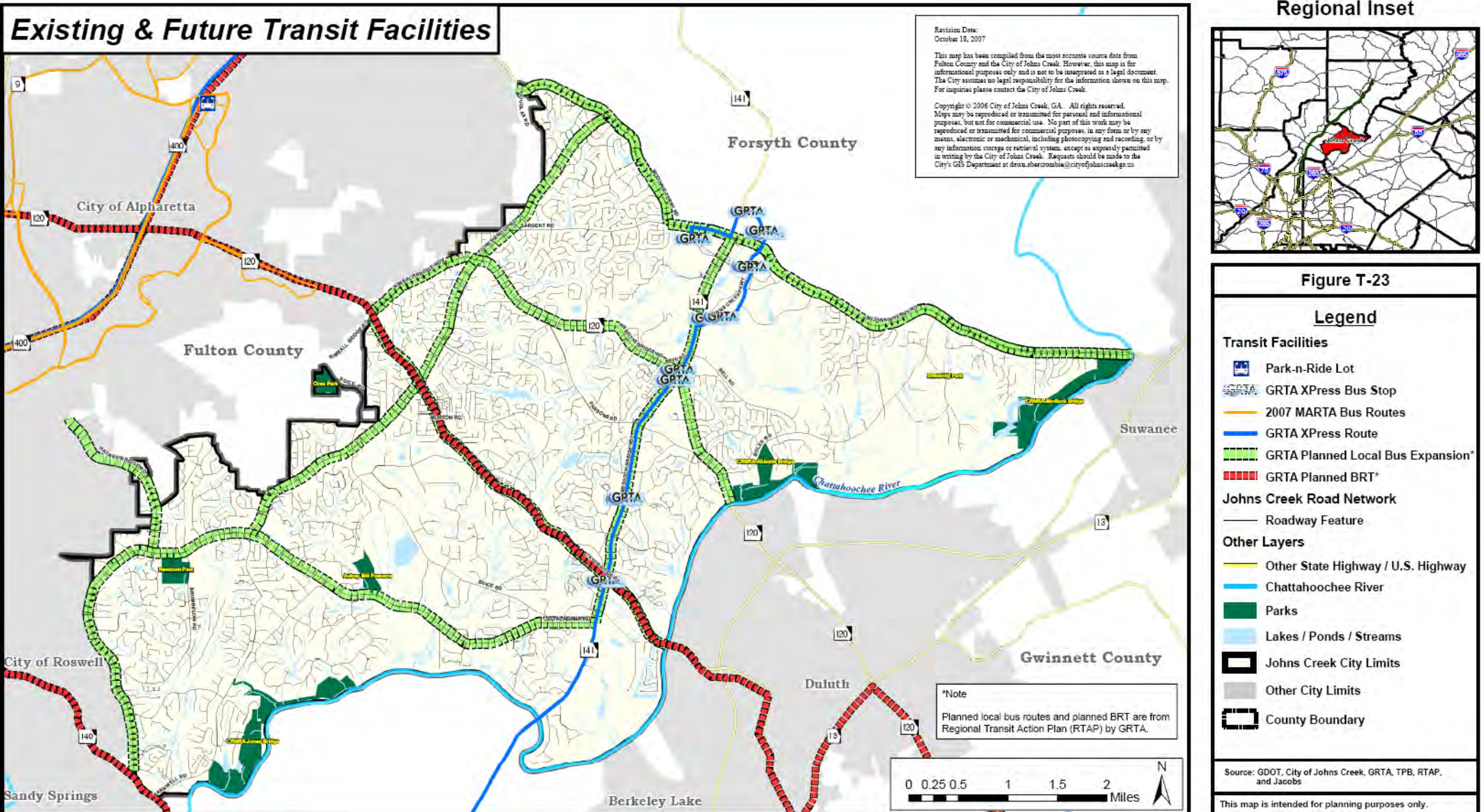


Figure T-23: Existing and Future Transit

Pedestrian Needs Assessment

Providing for safe and convenient pedestrian travel is an essential part of creating a liveable community. It can enhance the image and quality of life of City, and help to combat local traffic congestion. The connectivity and quality of pedestrian facilities are vital to encouraging pedestrian trips as a viable mode of travel.

Existing pedestrian facilities in Johns Creek were identified based on a field assessment performed by the City of Johns Creek in 2007 and are shown in Figure T-24.

Pedestrian Needs for Linking Neighborhoods to Schools and Libraries

An analysis of existing pedestrian facilities in the vicinity of Schools and Libraries was conducted. Half mile buffers were analyzed and the results of the analysis are shown in Figure T-25. As shown in Figure T-25, over 80% of the roadways within the ½ mile buffer of schools and libraries in Johns Creek do not have existing sidewalks. This lack of sidewalks in the vicinity of these community facilities provides a barrier to children who may otherwise walk to schools and libraries.

Pedestrian Needs in Parks

An analysis of existing pedestrian facilities in the vicinity of Parks was conducted. Half mile buffers were analyzed and the results of the analysis are shown in Figure T-26. As shown in Figure T-26, over 60% of the roadways within the ½ mile buffer of parks in Johns Creek do not have existing sidewalks. The lack of sidewalks in the vicinity of parks and recreational areas prevents regular access to community resources without the automobile.

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.

• Figure T-24: Existing Sidewalks

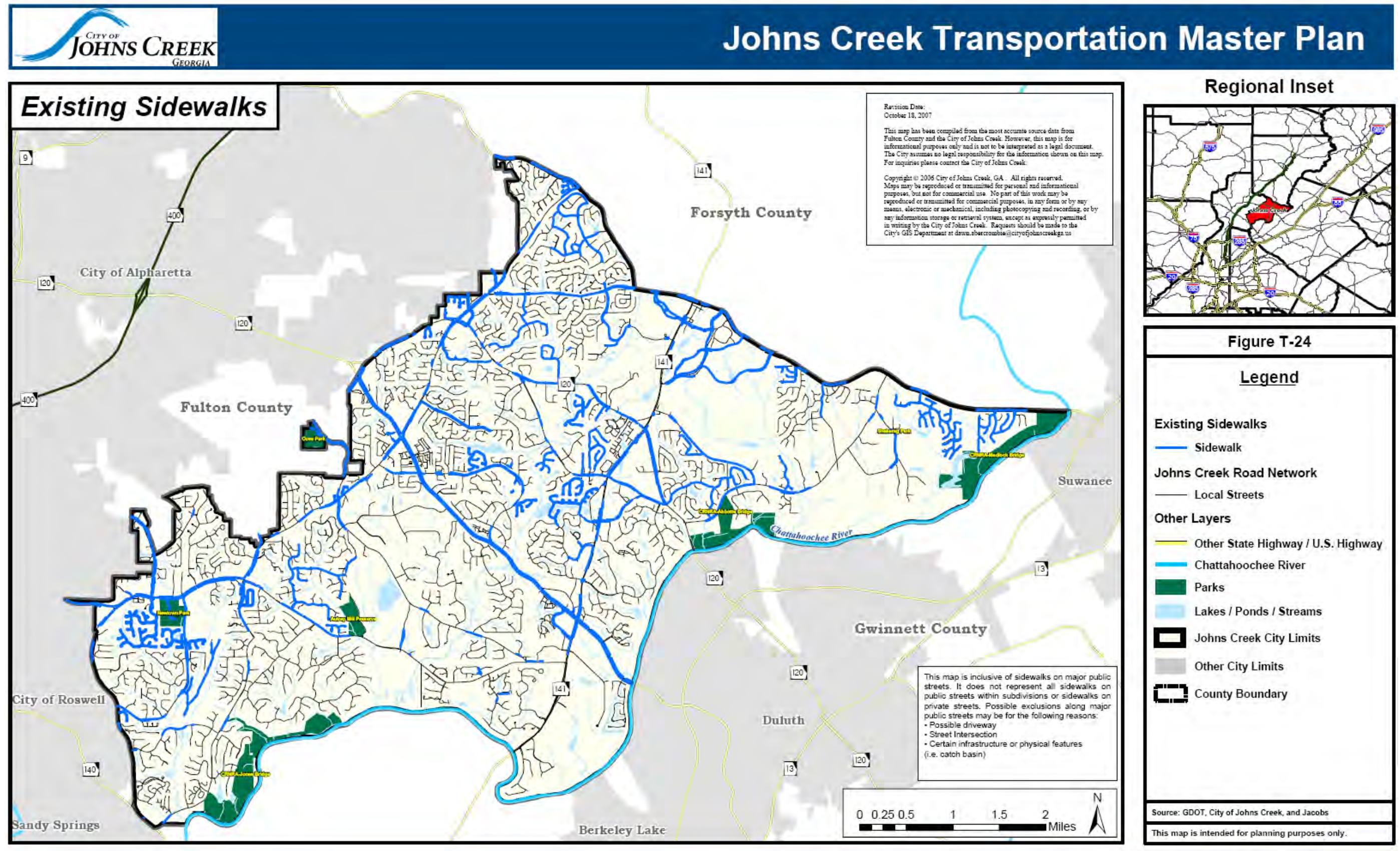


Figure T-25: Pedestrian Needs –Schools and Libraries

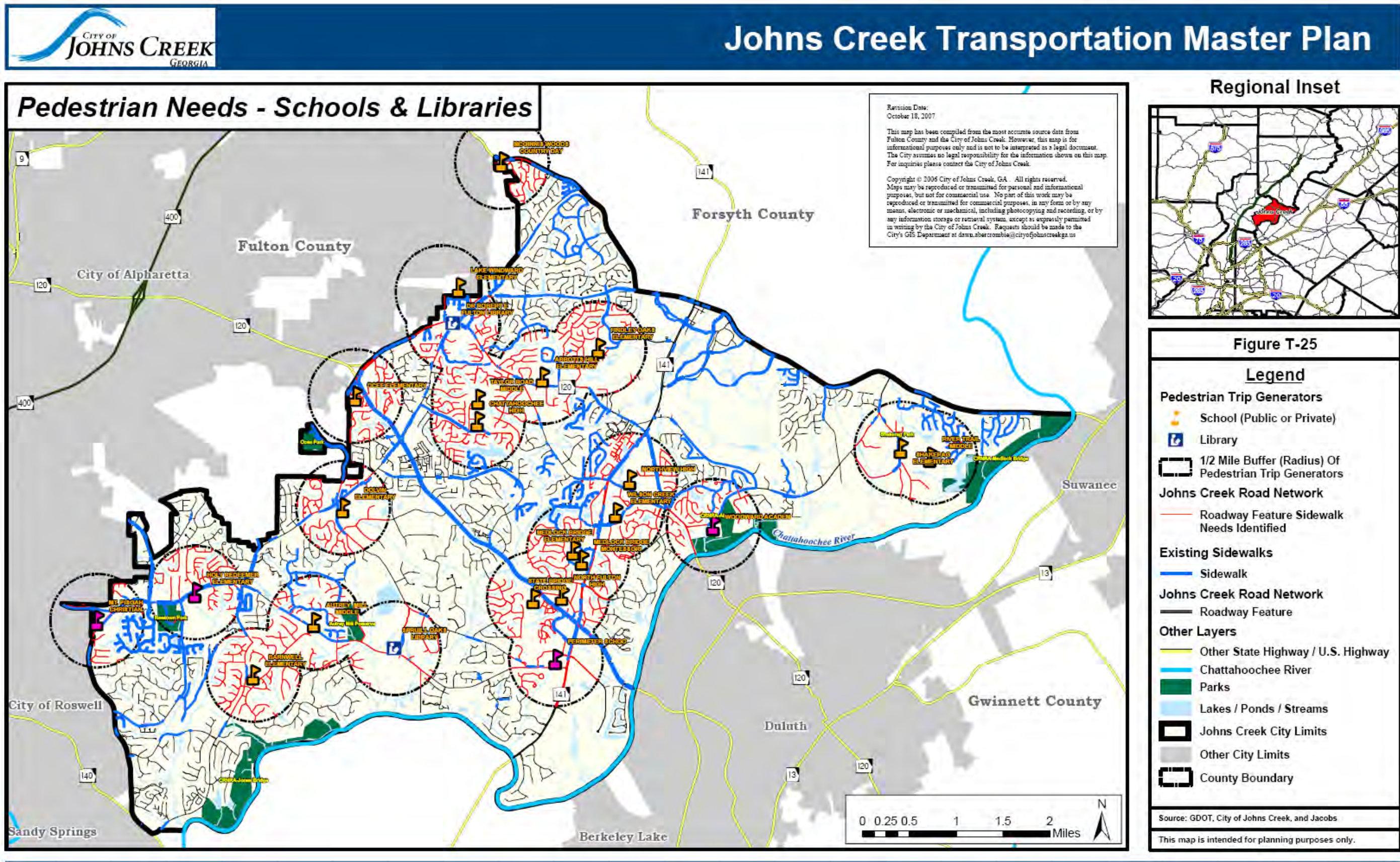
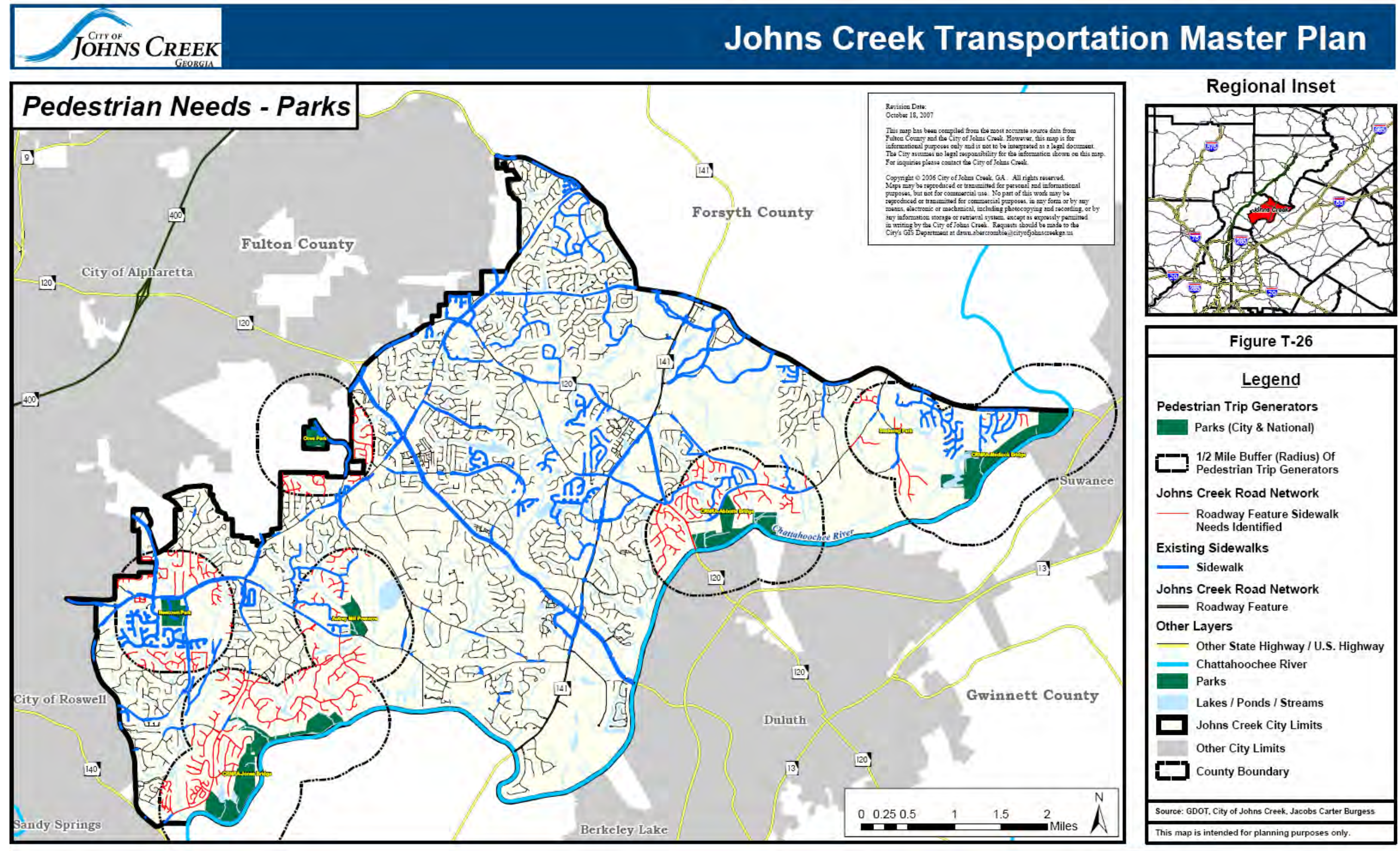


Figure T-26: Pedestrian Needs – Parks



Bicycle Needs Assessment

As the City of Johns Creek continues to grow, additional bicycle facilities and networks will be essential to accommodate the increased demand created by general population growth and the need for alternative modes of travel beyond the automobile. Given an adequate bicycle network, it can serve local employment, shopping trips, local schools, community facilities, and parks.

The American Association of State Highway and Transportation Officials (AASHTO) recognizes three classes of bicycle facilities that can be included in a bicycle network:

- Bicycle Paths (Class I): A bicycle facility separate from motorized vehicular traffic. A bicycle path may be located within a highway right-of-way or on an independent right-of-way. A bicycle path is not a sidewalk but may be designed to permit shared use with pedestrians.
- Bicycle Lanes (Class II): A lane designated for exclusive or preferential bicycle use through the application of pavement striping or markings and signage.
- Bicycle Routes (Class III): Roadways designated for bicycle use through the installation of directional and informational signage.

AASHTO recognizes three classes of cyclists based on their abilities and general acceptance for travel in mixed traffic.

- Class A cyclists - experienced riders who do not mind traveling with traffic. These riders can travel at the mid to top range of cycling speed and often prefer on-street travel to multi-use paths
- Class B cyclists - occasional riders who are less secure about travel in mixed traffic. These riders typically travel near the middle range of cycling speed and typically prefer to travel along off-road trails or designated bike lanes.
- Class C cyclists - novice riders who are not likely to ride in mixed traffic. These riders operate at speeds closer to that of pedestrians and typically prefer travel along facilities that are completely separated from traffic.

Providing facilities that can accommodate for these three classes of cyclists is a challenge necessary to develop a viable bike network in Johns Creek.

Bicycle Suitability and Operations

An analysis of Johns Creek's roadways was performed using the ARC Bicycle suitability evaluation system. ARC's system assesses the suitability of each roadway for accommodating bicycle travel based on information contained in GDOT's Roadway Characteristics (RC) file. The suitability rating is based on five factors; traffic volume, travel speeds, functional class, outside lane and shoulder width, and percent truck traffic. Table 7.5 shows the numeric value for each of the factors.

Table 7.5: Numeric Values for Suitability Factors

Traffic Volume	Less than 2,500 vehicles per day per lane	4
	Between 2,500 and 5,000 vehicles per day per lane	2
	More than 5,000 vehicles per day per lane	0
Travel Speeds	Less than or equal to 30 mph	4
	Between 30 and 40 mph	2
	Greater than 40 mph	0
Functional Class	Local Streets/Collectors	4
	Minor Arterials	2
	Other(major arterials and highways)	0
Outside Lane and Shoulder Width	Greater than 17 feet	4
	13 to 17 feet	2
	Less than 13 feet	0
Percent Truck Traffic	Less than or equal to 3%	4
	3 to 8 %	2
	Greater than 8%	0

Once a determination has been made about which score to give a section of road from each factor, the sum of the five scores is divided by five. The section then receives a descriptive rating based on Table 7.6 below.

Table 7.6: Descriptive Category Based On Numeric Value

3-4.0	Best conditions for bicycling
2-2.9	Medium conditions for bicycling
1-1.9	Difficult conditions for bicycling
<1	Very difficult conditions for bicycling

The above procedure provides a standard, system wide review of conditions related to potential on-street bicycle use.

Citywide Bike Suitability Analysis

The results of the ARC 2003 bike suitability analysis for Johns Creek are shown in Figure T-27. As shown in Figure T-27, the following roadways in its entirety (or partially) are classified as Difficult Conditions for bicycling.

- Medlock Bridge Road (SR 141)
- Abbotts Bridge Road/Kimball Bridge Road (SR 120)
- State Bridge Road
- Jones Bridge Road
- Haynes Bridge Road

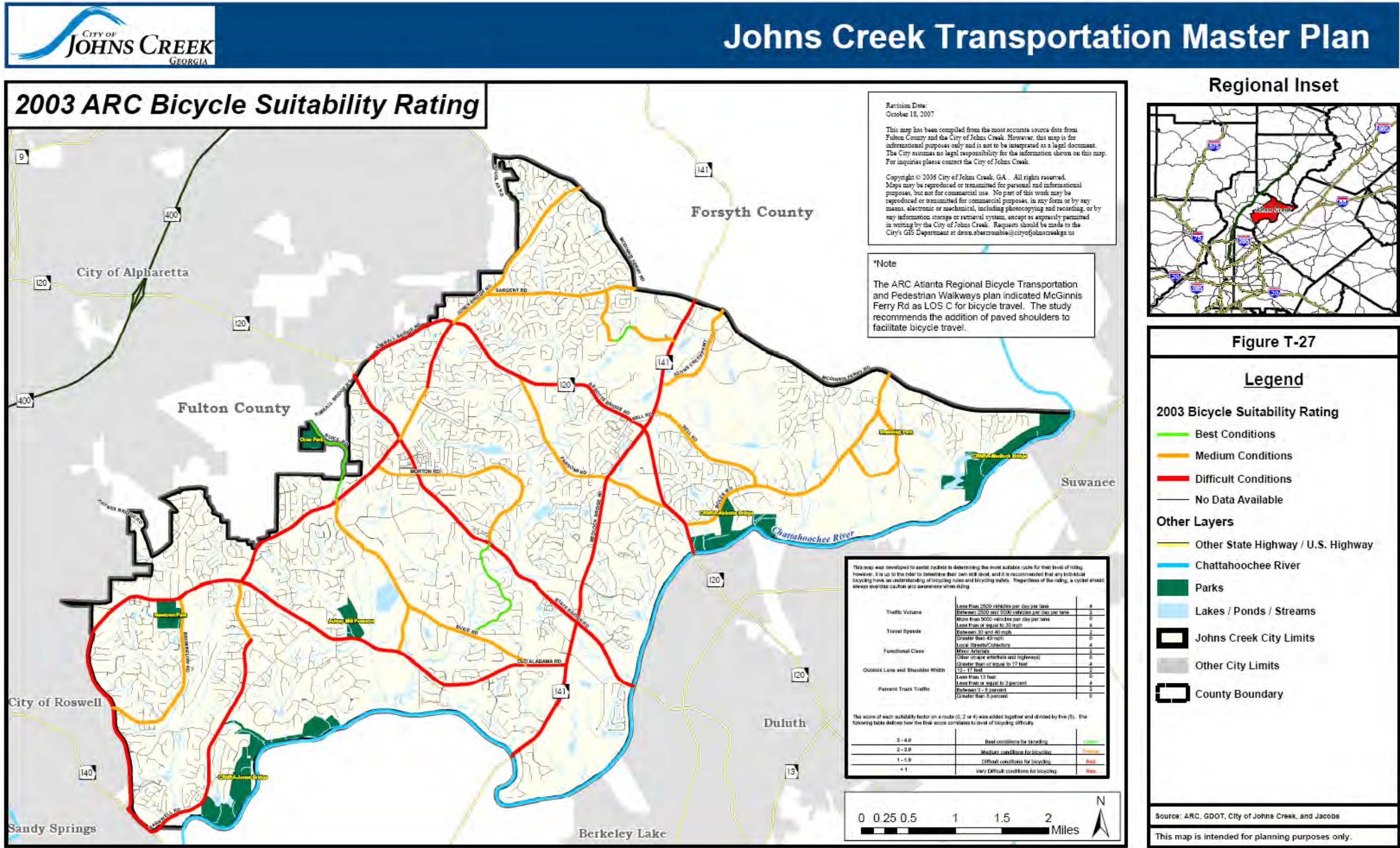
Spruill Road and portions of Buice Road and Findley Road have been identified as best conditions for bicycling.

ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan

ARC's Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (2007) is a policy and project oriented plan that encourages regional coordination of non-motorized planning efforts and builds on the strategies of previous plans with the intention of creating both a regional scale bicycle network that includes on-road facilities and shared use pathways and a pedestrian network focused around major activity centers.

The Plan identified McGinnis Ferry Road as operating with LOS E for bicycle conditions. The Plan had set an LOS C as an acceptable standard for McGinnis Ferry Road. A latent demand analysis indicated that there is a potential demand for bicycling on McGinnis Ferry Road based on trip generators and attractors in the vicinity. The Plan recommended paved shoulders for most of McGinnis Ferry Road in Johns Creek and detailed further study on McGinnis Ferry Road just west of Jones Bridge Road. No other Johns Creek roads were identified in the regionally focused study.

Figure T-27: ARC Bicycle Suitability Rating



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 that will make cycling a viable mode within activity centers.

Railroads, Trucking, Port Facilities, and Airports Needs Assessment

Freight movement in communities can have a significant impact on local traffic and businesses. In Johns Creek, the primary freight movements are related to movement of trucks serving local business and/or traveling through the City. Railroad and Port access for freight movements don't directly impact truck traffic within the City.

In Atlanta Regional Commission's *Regional Freight Mobility Plan*, no regional truck routes were identified within Johns Creek. The arterial roadway network and state route system serves the truck movements through and within Johns Creek. The following corridors serve as local truck routes in Johns Creek:

- Medlock Bridge Road (State Route 141)
- Jones Bridge Road
- Haynes Bridge Road
- McGinnis Ferry Road
- Abbotts Bridge Road
- State Bridge Road
- Old Alabama Road

Improving congested intersections along freight routes can facilitate more efficient trucking and reduced delays to automobile traffic. Improving access management along key corridors can also contribute to more efficient truck movement and improve vehicular safety. Acceleration and deceleration lanes into and from key access driveways serving commerce should be considered.

Buice Road, Autry Mill Road and Spruill Road prohibit truck movement. Prohibiting trucks from specific routes can improve quality of life by reducing noise and air pollution while encouraging pedestrian and bicycle travel.

Access to Regional Airports

The following major and local airports can be accessed by the main arterials in Johns Creek.

- Hartsfield Jackson International Airport – Atlanta (approximately 35 miles away)
- Peachtree-DeKalb Airport – Chamblee (approximately 15 miles away)
- Mathis Airport – Suwanee (approximately 7 miles away)
- Downing Airport – Cumming (approximately 10 miles away)

In addition, the Hartsfield Jackson International Airport and Peachtree-DeKalb Airport can be accessed via MARTA Rail from stations located to the west in Sandy Springs and south in Doraville.

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 impacting local streets, pedestrians, and bicyclists.

Summary of Identified Parking Needs

The assessment of parking has indicated that 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.

Transportation Issues & Opportunities

An important part of the Community Assessment is the identification of issues to be addressed and opportunities for key transportation improvements within Johns Creek. Johns Creek is forecasted to grow steadily in the future from roughly 70,000 today to over 94,000 by the Year 2030. Identifying the needs and issues, either existing or projected, for the City of Johns Creek, ensures a long range, needs-based perspective that will assist in effectively identifying and implementing transportation initiatives that respond to the city's forecasted growth. The federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) emphasizes transportation infrastructure investment be driven by the need for improvement. Preliminary transportation issues and opportunities were derived from the transportation needs assessment. In addition, input from the Transportation Subcommittee was instrumental in refining these issues and opportunities.

Input from the Transportation Subcommittee

The Transportation Subcommittee provided input regarding transportation issues and opportunities through two meetings. The following are the dates and topics of each meeting:

- November 14, 2007
 - What are the primary transportation trouble spots today?
 - What are future transportation challenges ten year from now? 20 years from now?
 - What is the role of transit in the future of Johns Creek?
 - How much is too much congestion?
 - What will make this study a success?
 - Overview of information from previous studies - How far do these go in addressing needs in Johns Creek?
 - What would you envision Johns Creek to be in thirty years?
- December 11, 2007
 - Transportation needs and issues
 - Potential opportunities and solutions
 - Existing and potential pedestrian activity areas

Vision for Transportation in Johns Creek

A future vision for transportation in Johns Creek was identified with input from the Transportation Subcommittee in the November 14, 2007 meeting. The following six (6) elements comprise a vision for transportation in Johns Creek reflect comments from the Subcommittee:

- Provide a unique transportation identity for Johns Creek.
- Roads should be kept in character with the community with a maximum of four through lanes.
- Develop a safer travel environment for all transportation modes.
- Provide an environment where children walk or bike to school and friends houses to build a sense of community.
- Higher density development should be focused in Villages, not city centers, with walkable, bike friendly connections between village nodes.
- Connections within (walkable) and between (transit) activity centers will be needed in the future.

Transportation Issues

Existing and future transportation needs in Johns Creek were identified by the Transportation Subcommittee in meetings that were held in November and December of 2007. The following transportation issues for Johns Creek reflect comments and input from the Subcommittee:

Through Trips Contribute Significantly to Peak Hour Congestion

People travel along the streets of Johns Creek for a variety of trip purposes. Vehicular traffic in Johns Creek can be categorized as follows: (a) Trips within Johns Creek (b) Trips either starting or ending in Johns Creek (c) Trips going through Johns Creek. An examination of trip patterns using the ARC travel demand model shows Medlock Bridge, State Bridge Road, and McGinnis Ferry Road have a high proportion of through trips (greater than 40% of daily volume). Other arterials serve a higher proportion of trips to/from or within Johns Creek. The transportation system should effectively accommodate for the mobility for each of the three (3) trips types. Specific issues to be addressed include:

- The priority given to projects that benefit the community, versus projects that primarily benefit regional travel.
- The degree to which peak hour travel demands dictate the roadway improvements.

Key Intersection Operations Constrain Corridor Capacity

Traffic congestion at key intersections typically occurs where two major roads cross, limiting the available green time for each road. The needs assessment identified 18 intersections (primarily along Medlock Bridge Road, Jones Bridge Road, and McGinnis Ferry Road) where crossing volumes are likely to result in significantly reduced throughput on each road. An example is the intersection of State Bridge Road and Medlock Bridge Road, where traffic backs up along both roads in the peak hours, reducing the overall capacity of the corridor. Reducing congestion at these “hot spots” can reduce overall travel time for the network. Specific issues to be addressed include:

- Intersection improvements at key locations and more adequate turn bay lengths.

- There is a need for local roadway connections to reduce pressure on critical intersections by removing some local trips from the intersection.

Limited Roadway Connectivity Requires Travel Through Major Intersections

Connectivity of the roadway network can provide additional options for travel in congested areas. A well developed transportation network allows dispersion of traffic over several roads. Additional roadway connections can provide multiple paths for travelers to use in accessing the main roadway, reducing congestion at critical intersections. It can also provide an alternative to travel on congested arterials for those making local trips to destinations along a busy arterial corridor. Furthermore, increased connectivity can help counter the effects of non-recurring congestion due to incidents. Specific issues to be addressed include:

- Connecting adjacent travel corridors, such as State Bridge Road with Old Alabama Road to reduce pressure on critical intersections by removing some local trips from the intersection.
- Providing local connectivity to mixed use activity areas so that local trips can access these areas without traveling on the arterial road network.
- Connecting adjacent parcels to local roads via interparcel access.

Effective Local Transit Connections Could Serve Emerging Activity Areas and Connect to Regional Transit in Johns Creek

Appropriately applied transit can provide effective travel alternatives to the automobile. Frequent local transit service can provide an extension to the walking environment for within significantly sized mixed use activity areas. Other local trips can feed activity areas so that users can avoid activity center parking and congestion. Commuter transit trips can provide higher speed access to nearby and distant activity areas. Transit availability and frequency of service are two important factors in attracting riders as an alternative to automobile travel. However, transit options need to be matched to appropriate density of development in mixed use activity centers in order to be effective. For example, the commercial areas near the State Bridge Road at Medlock Bridge Road intersection are not dense or large enough at this time to support a transit circulator. Specific issues to be addressed include:

- Defining areas where various transit solutions will be effective now or in the future (based on future development map prepared in community agenda).
- Determining how to most effectively serve existing GRTA express bus route and planned BRT corridor along State Bridge Road.
- Determining where future connectivity is needed from Johns Creek activity centers to surrounding regional activity centers and to commuter transit corridors.

Transit Mixed with Vehicular Traffic has Limited Travel Time Advantage Over Automobiles

Transit along local streets is subject to the same traffic delays as automobiles, limiting its potential effectiveness in saving time for travelers. These travel time savings are critical to encouraging people to park their cars and utilize transit. Incorporation of Bus Rapid Transit (BRT) or other commuter transit options in Johns Creek can provide travel time advantages along key routes, but are expensive to implement. Specific issues to be addressed include:

- Determining how to provide cost effective travel strategies to transit.

- Defining future transit to maximize the use of multifaceted system (express bus, local transit, BRT and/or other commuter transit).

Neighborhoods are Not well Connected to Schools, Parks and Community facilities with Sidewalks and Bicycle Facilities

Sidewalks and bicycle lanes are critical transportation infrastructure elements necessary for providing alternative travel options other than the automobile. Providing connectivity to existing community facilities (such as schools, libraries, and parks) is an important use of the pedestrian and bicycle network. This can also help alleviate traffic congestion caused by the dropping off/picking up of students at schools. In addition, connection to these locations is likely to reduce automobile trips on the roadway, in comparison to other pedestrian and bicycle facilities that are used primarily for recreation. An examination of the existing sidewalk and bicycle network indicates limited connectivity of neighborhoods to these potential pedestrian destinations. Specific issues to be addressed include:

- Defining the type of bicycle and pedestrian connections needed to link various community facilities.
- Determining the criteria and prioritization of bicycle and pedestrian connections and improvements to meet needs.
- Defining locations and processes for connection of sidewalks and bike paths where no roadway connections are present (for example, connecting the back of a residential community to an adjacent school).
- Coordination with safe routes to school initiatives and Green Plan.

Longer Distance Bicycle and Trail Routes are Needed to Access Parks and Provide Recreational Opportunities

Trail systems and bicycle facilities can provide an effective means for transportation to parks. Since parks are used for recreation, people may be willing to walk or bike further to reach a Park than they would a community facility, as traveling to/from the park is part of their overall recreation. In addition, multiuse trails often serve as linear parks, attracting recreational users. Therefore, providing pedestrian and bicycle connections to these trails can reduce vehicular trips that would be made to access the multiuse trail or another park. This portion of the transportation plan will be closely coordinated with the Green Plan and geared towards providing pedestrian and bicycle access to/from multiuse trails and Parks. Specific issues to be addressed include:

- Determining how to best connect neighborhoods to parks and multiuse trails.
- Coordination of transportation related pedestrian and bicycle facilities to be compatible with and supportive of the Green Plan.

Enhancing Transportation Safety for All Travel Modes is a Priority

Intersection and roadway safety is a key component to the functionality of a transportation network and affects the quality of life of a community. Intersections typically have more conflict points and experience more crashes than roadway segments. Roadways that exhibit sharp curves may have sight distance issues that are conducive to crashes. Efforts to reduce conflicts, enhance driver expectancy, and improve intersection sight distance can reduce crash frequency and severity and limit the amount of non-recurring congestion in the community. Access management is an effective technique to reducing conflict points along

major travel routes. However, these techniques can be difficult to retrofit where existing land use limits the ability to modify the roadside environment in a cost effective manner. In addition, traffic calming has been used effectively in many areas of the Johns Creek area to enhance safety along residential streets.

Providing safety for pedestrians and bicycles is another key component to overall safety of the transportation system. Pedestrian related crashes are most likely at intersections, making intersection design for pedestrians an important element for consideration. Bicycle crashes are likely at intersections and along road segments. In order to address these safety elements, implementation of facilities appropriate to the adjacent roadway characteristics and likely users is critical. Specific issues to be addressed include:

- Identifying safety enhancements and standards for pedestrian crossings.
- Safety improvement at critical intersections.
- Access management, where appropriate, to reduce conflict points.
- Defining routes and standards for pedestrian use by children for access to schools.

Transportation Opportunities

Existing and future transportation opportunities in Johns Creek were identified by the Transportation Subcommittee from meetings in November and December of 2007. Potential improvements and solutions to address the identified issues will be considered in the Community Agenda portion of the comprehensive plan.

Maximize Corridor Efficiency Through Improvement of Congested Intersections

Several intersections in Johns Creek are severely congested during peak hours of traffic, with more expected to become congested by 2030. Traditional intersection improvements can provide significant benefits. However, once additional turning lanes are added, the theoretical limit of overall intersection capacity can be reached. In order to explore the potential for expanding intersection capacity beyond traditional limits, new intersection configurations should be examined including continuous flow intersections, superstreets, and grade separation. Additionally, the City's vision of the corridor needs to be included to ensure that local values are shared for consideration with traffic needs. Specific opportunities to be considered include:

- Guidelines on where the corridors are located versus local roads in Johns Creek.
- Consideration of alternative treatments at heavy volume intersections, such as Medlock Bridge Road and State Bridge Road.
- Assess additional roadway connections and interparcel access to reduce pressure on critical intersections.

Add Road Connectivity to Increase Options Beyond Use of Congested Corridors

A framework for a grid network has been identified and an investigation for additional connectivity supporting the framework should be pursued to alleviate congested areas. Multiple roadway connections can provide alternative paths for travelers to use in accessing the main roadway, reducing congestion at key intersections. Specific opportunities to be considered include:

- Consider connecting local roads to each other and/or the arterial road network in order to develop a secondary grid system on top of the existing framework of Medlock Bridge, Jones Bridge, Bell/Boles, McGinnis Ferry, Abbotts Bridge, State Bridge, and Old Alabama roads.
- Provide roadway connections to allow key movements to bypass critical intersections (for example, a local street connection through a developing mixed use activity area may provide signalized access to allow some trips to bypass a congested intersection).

Consider Use of Undeveloped Land and/or Easements to Add Pedestrian and Bike Connectivity

One component of increasing pedestrian and bike connectivity is identifying available land in areas that could benefit from additional connectivity. Unused land in Johns Creek is becoming more scarce and opportunities to use undeveloped areas or easements should be pursued for use in developing key Pedestrian and Bicycle Connections. Specific opportunities to be considered include:

- Construction of pedestrian bridges over the Chattahoochee river to access parks
- Use of undeveloped areas and easements to build pedestrian and bike connectivity (particularly connections between neighborhoods and schools).

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. The improvements that reduce stops for automobiles also benefit truck traffic and reduce the effective impact of trucks on the community, as they create less noise and exhaust with fewer stops. In addition, technology can be used to provide preferential treatment for transit vehicles traveling along a corridor. Investment in current and emerging traffic operations and ITS technology can improve the effectiveness of traffic operation in the City of Johns Creek. Specific opportunities to be considered include:

- Camera surveillance along key corridors for incident management.
- Implementation of special timing plans and use protocols to be applied for incidents or special events.
- Technology to minimize maintenance work on traffic signal systems for vehicle detectors and light bulbs.
- Consideration of traffic responsive or traffic adaptive signal control within the City.

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. In addition, the Regional Transit Action Plan (RTAP) indicates the planned expansion of local GRTA bus routes and a BRT connection along State Bridge Road from Duluth to Alpharetta. The planned expansion of service within the City provides an opportunity to define local efforts in a manner compatible with likely future land use. Specific opportunities to be considered include:

- Connect pedestrian oriented activity areas via transit.
- Potential for the addition of local transit connections to key activity areas, as well as, gathering points for BRT or express bus routes.

Plan and Build Multi-Modal Connections in Potentially High Pedestrian Activity Areas

Identifying potential high pedestrian activity centers in Johns Creek can help direct efforts to add multimodal connections that serve pedestrians, bicyclists, and transit. These efforts would be based on direction from the Comprehensive Plan Land Use Recommendations, as they are developed. Additional multimodal connections within mixed use activity areas increases the ability of people using those areas to park once and circulate via pedestrian and/or transit travel modes.

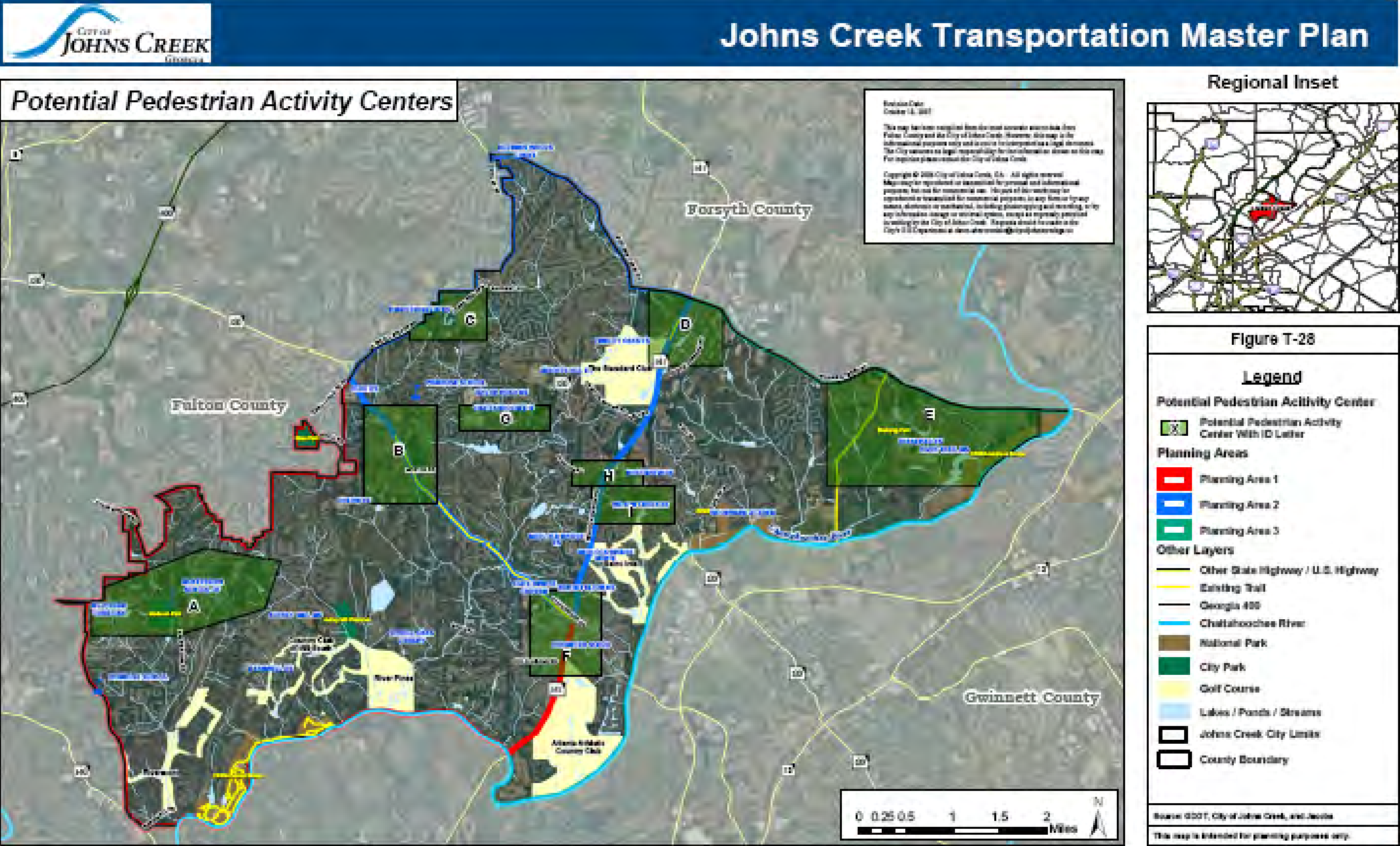
The potential pedestrian activity areas identified as a starting point by the Transportation Subcommittee are as follows:

- Location A – The area near Newton Park
- Location B – The area near Jones Bridge and State Bridge
- Location C – The area near Jones Bridge and Abbotts Bridge
- Location D – The area near Medlock Bridge and McGinnis Ferry
- Location E – The area near Shakerag Park and River
- Location F – The area near State Bridge, Old Alabama, Medlock Bridge Road.
- Location G – The area near Jones Bridge Road and Parsons Road
- Location H – The area near Medlock Bridge Road at Parsons Road
- Location I – The area near Medlock Bridge Road at Wilson Road

These locations are identified in Figure T-28. Specific opportunities to be considered include:

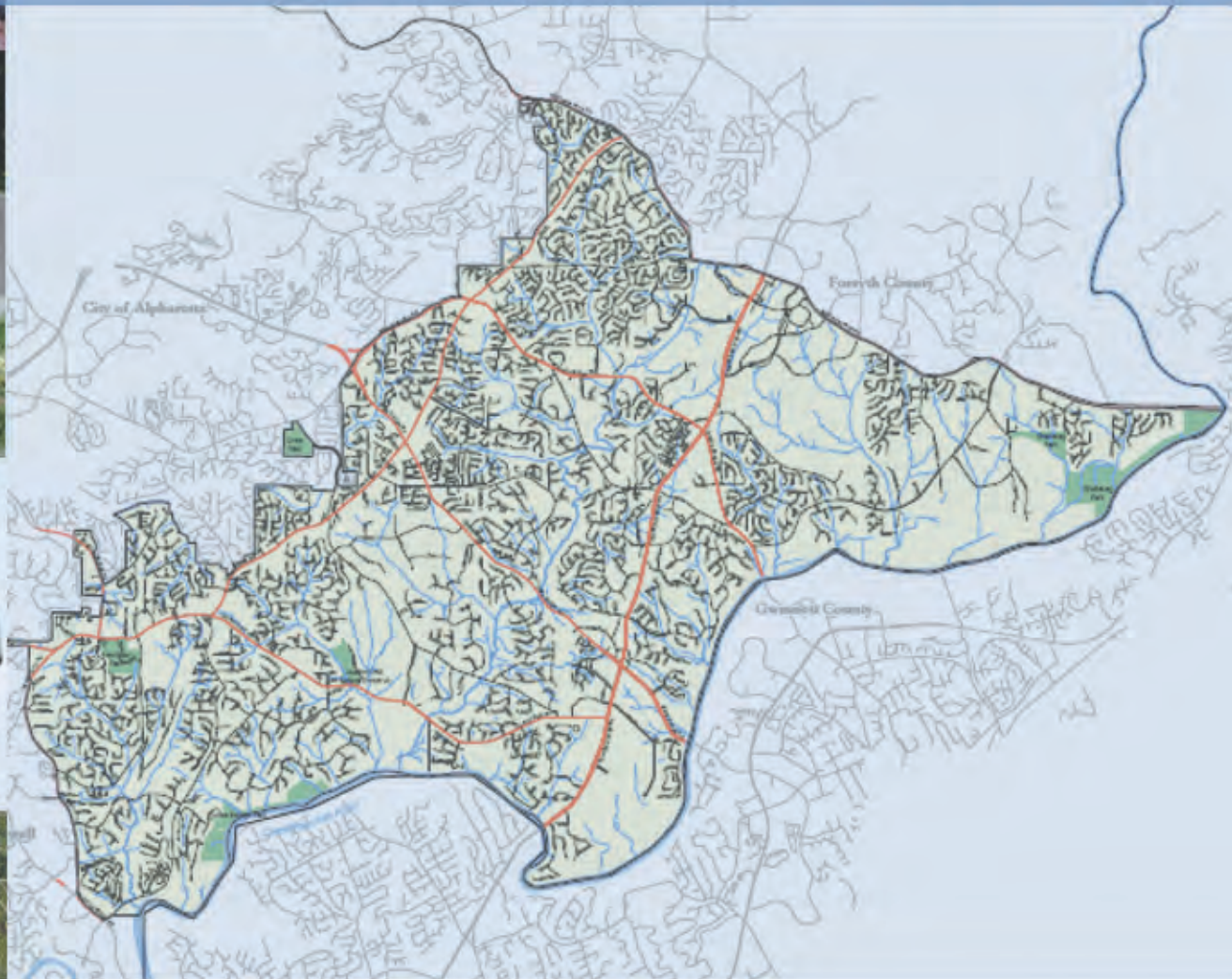
- Identify existing and potential villages and plan multimodal transportation around them.
- Identify the types of transportation solutions that could be effective with various land use types and intensities within mixed use activity centers.

Figure T-28. Potential Pedestrian Activity Centers





City of Johns Creek Comprehensive Plan 2009-2030



Adopted: November 10, 2008

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.

Adopted: November 10, 2008

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, Transitional 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.

Adopted: November 10, 2008

COMMUNITY AGENDA

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Adopted: November 10, 2008

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.

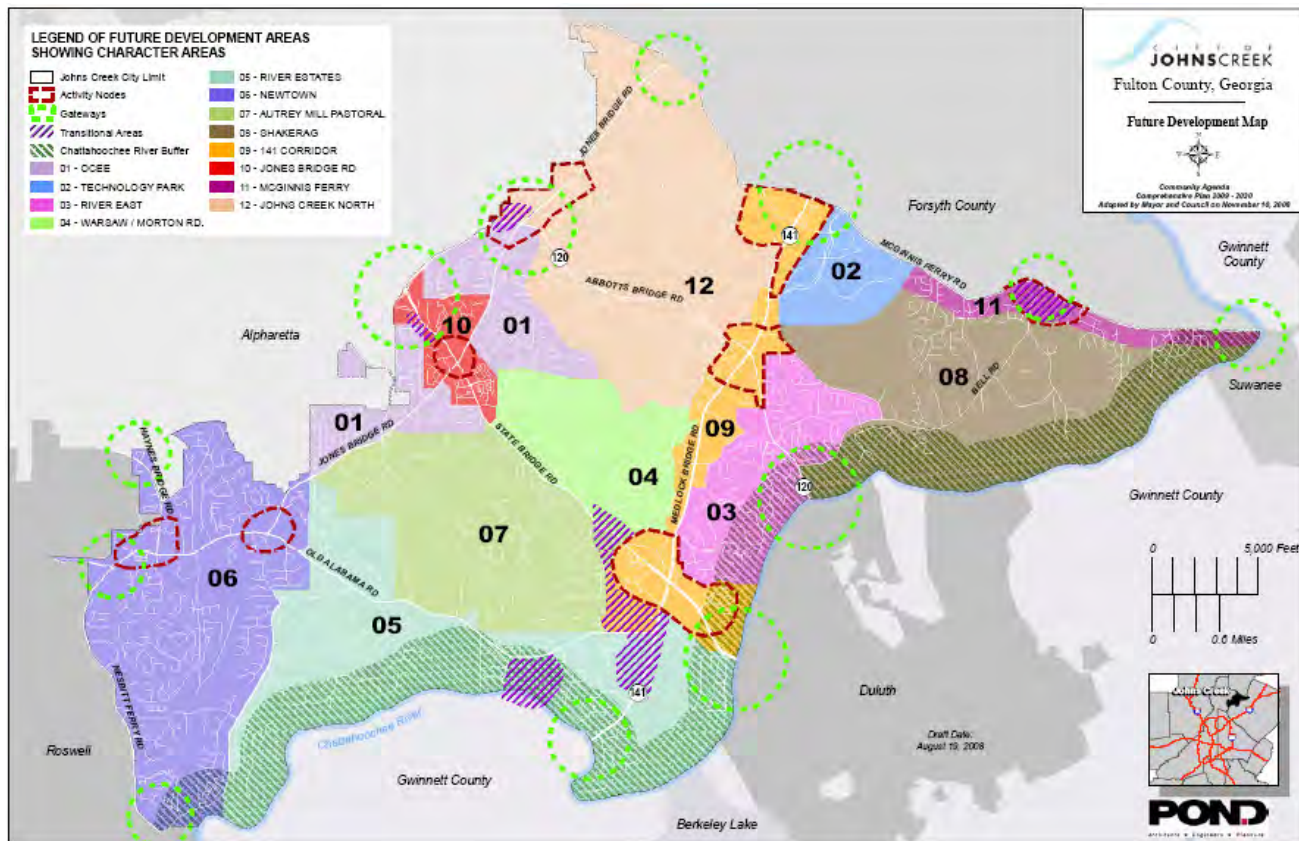
Future Development Map (FDM)

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.

Adopted: November 10, 2008

FUTURE DEVELOPMENT MAP



Adopted: November 10, 2008

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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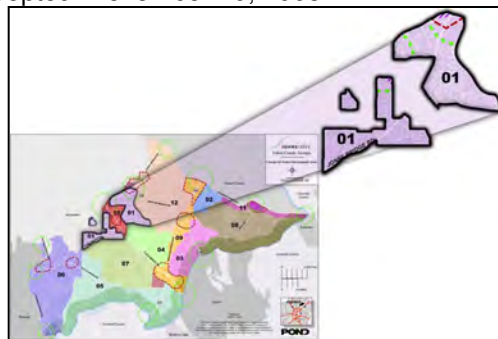
Ocee (01)



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

Adopted: November 10, 2008

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.

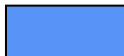


Design and Transportation Considerations

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.

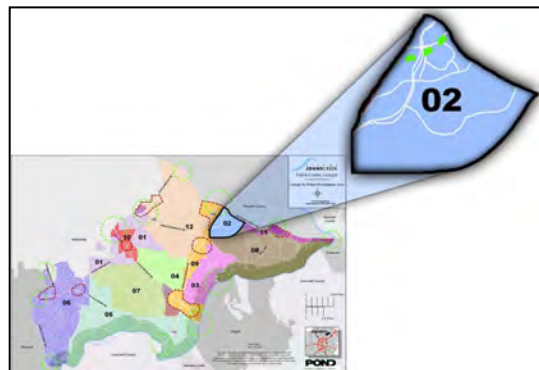
Adopted: November 10, 2008

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.

Adopted: November 10, 2008

- 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.

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.

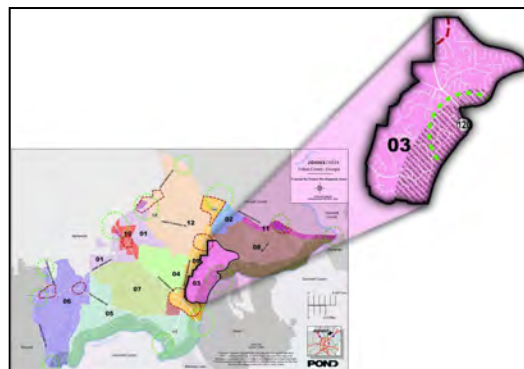
Adopted: November 10, 2008

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.

Adopted: November 10, 2008

- 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.

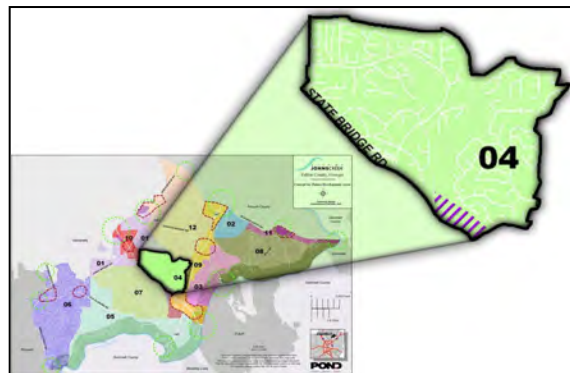
Adopted: November 10, 2008

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 transitional 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 transitional 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 transitional zone 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 transitional zone, 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

Adopted: November 10, 2008

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.

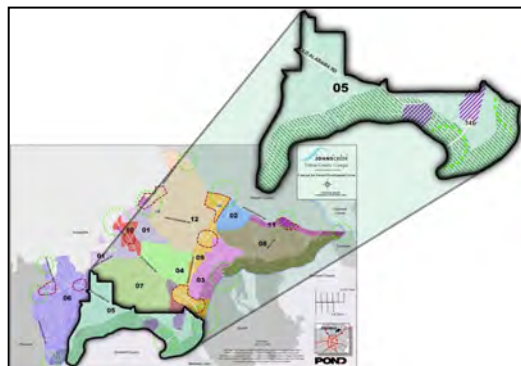
Adopted: November 10, 2008

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 transitional area has been identified to accommodate potential future development. Further, the Dean Gardens Estate has also been identified as a transitional 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 transitional 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.

Adopted: November 10, 2008

- 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.

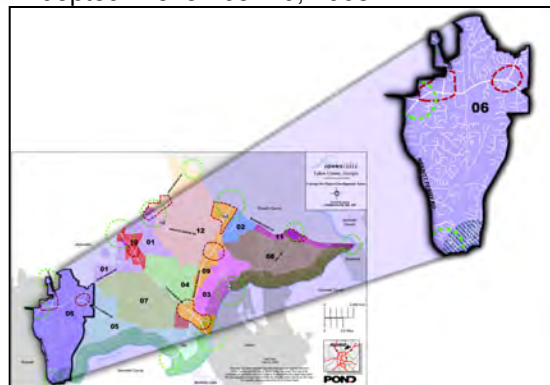
Adopted: November 10, 2008

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

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

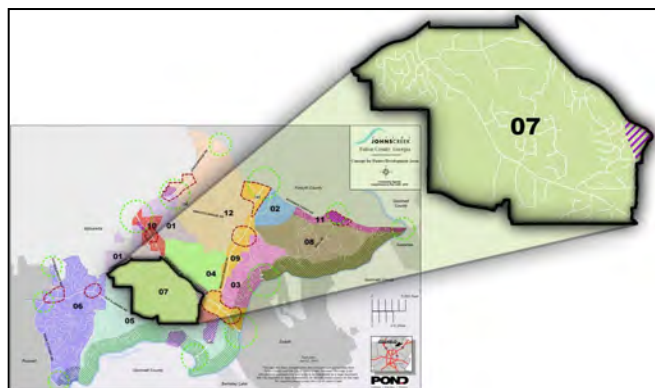
Adopted: November 10, 2008

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 transitional land use zone 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 transitional 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

- 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.



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.

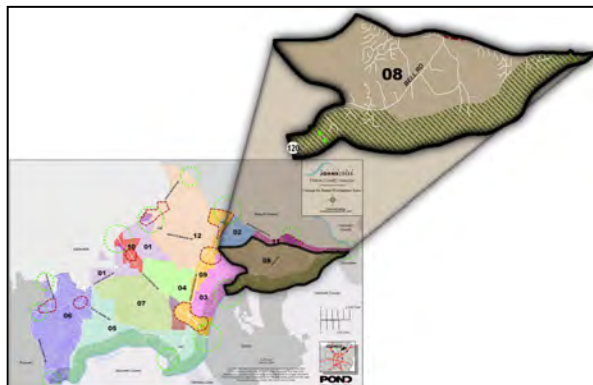
Adopted: November 10, 2008

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.

Adopted: November 10, 2008

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.

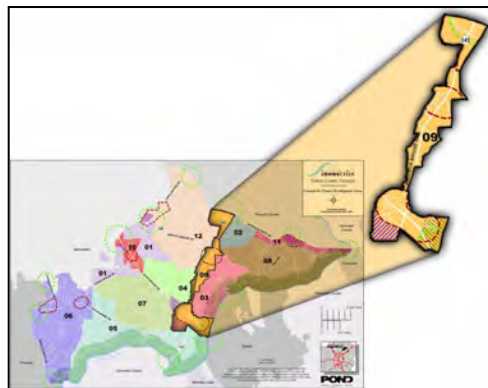
Adopted: November 10, 2008

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

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

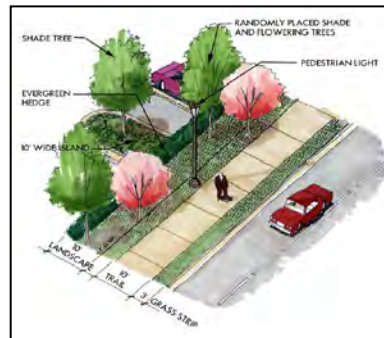
Institutional:

- 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

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 transitional 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

Activity Node: Abbots 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

- 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

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.

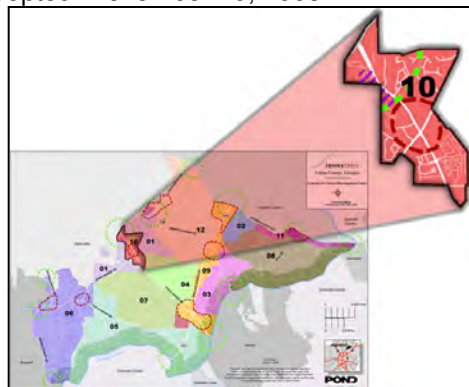
Adopted: November 10, 2008

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.

Adopted: November 10, 2008

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

McGinnis Ferry Road Corridor (11)



Intent

The City has identified this as a corridor with an activity node and transitional 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

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).

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.

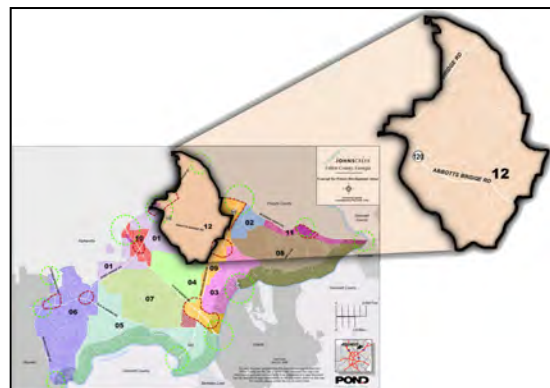
Adopted: November 10, 2008

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

- 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

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

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, restaurateurs 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

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

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.

Adopted: November 10, 2008

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

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

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

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

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

- 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.

Adopted: November 10, 2008

- 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.

Adopted: November 10, 2008

- 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.

Adopted: November 10, 2008

- 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

Adopted: November 10, 2008

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.

Adopted: November 10, 2008

- 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.

Adopted: November 10, 2008

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.

Adopted: November 10, 2008

▪ **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.

Adopted: November 10, 2008

▪ **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.

Adopted: November 10, 2008

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. 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

Adopted: November 10, 2008

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: Cultural Arts Commission Design Review Board Parks and Recreation Advisory Board Senior Citizens Advisory Board Special Needs Advisory Board Transportation Advisory Board 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

Adopted: November 10, 2008

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

Adopted: November 10, 2008

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 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

Adopted: November 10, 2008

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
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>	✓					✓			✓	✓	✓	
2. Infill Development Communities: <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>	✓					✓			✓	✓		
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>	✓					✓			✓	✓		
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>	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓

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>												
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 are important to defining the community's character.</i>												
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>												
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>												
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>												

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>	✓	✓				✓			✓	✓	✓	
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>	✓	✓				✓			✓	✓	✓	
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>	✓	✓				✓			✓	✓	✓	
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>	✓					✓			✓	✓	✓	
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>	✓	✓				✓		✓	✓	✓	✓	✓

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>												
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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.

City of Johns Creek									
Short Term Work Program									
2009-2013									
		2009	2010	2011	2012	2013	Responsibility	Estimated Cost	*Potential Funding Sources
Economic Development									
ED1	Develop a "Gateway" program	X					Community Development	Staff	Federal and State Grants
ED2	Promote sustainable development	X	X	X	X	X	Community Development/ Communications	Staff	
ED3	Evaluate various financing methods for creating new infrastructure	X					Community Development	Staff	
ED4	Analyze the financial impacts of growth. Explore the feasibility of an Impact Fee Program	X					Community Development	Staff	
ED5	Survey top ten employers for affordability issues and conduct price-point availability study to ensure housing cost does not inhibit quality growth					X	Community Development	Staff	
ED6	Implement the "Gateway" program.		X	X	X				
Land Use									
LU1	Develop sign regulations to control the aesthetic impact on the community	X					Community Development	Staff	
LU2	Create development area specific community, landscaping and streetscape standards (Community Standards) and corridor management and design standards for each character area.	X					Community Development	Staff/ Consultant \$25,000	General Fund
LU3	Promote pocket parks	X					Community Development	Staff	
LU4	Incorporate preservation requirements into the Zoning Ordinance for identified historical/archeological resources and cemeteries		X				Community Development	Staff	
LU5	Develop a historic preservation program.		X				Community Development	Staff	
LU6	Incorporate shared parking/parking maximums into the Zoning Ordinance	X					Community Development	Staff	
LU7	Implement the Tree Bank Program	X					Community Development	Staff	
LU8	Investigate a Tree Credit Program	X					Community Development	Staff	
LU9	Review the existing tree ordinance	X					Community Development	Staff	
LU10	Review the existing mixed-use ordinance		X				Community Development	Staff	
LU11	Develop historic design guidelines for identified resources		X				Community Development	Consultant- \$25,000 (Scope Driven)	General Fund
LU12	Develop residential infill and commercial redevelopment zoning regulations to ensure compatible development		X				Community Development	Staff	
LU13	Consider places where mixed income communities may be appropriate to address affordable housing			X			Community Development	Staff	
LU14	Investigate possible locations for a Town Center, City Center, City Hall (TCC)	X					Community Development/ City Staff	Staff	
LU15	Evaluate methods to connect all current and future parks and to develop a continuous greenbelt network throughout new development.	X					Community Development/ Recreation and Parks	Staff	

*Funding is subject to annual budget allocation by Mayor and City Council, potential bond issuance, and the availability of funding from federal and state grants.

11-10-08

City of Johns Creek									
Short Term Work Program									
2009-2013									
		2009	2010	2011	2012	2013	Responsibility	Estimated Cost	*Potential Funding Sources
Community Facilities and Services									
C1	Maintain Intergovernmental Service Agreements (DCA Model Code 10-5)	X	X	X	X	X	City Manager's Office	Staff	
C2	Maintain Intergovernmental Service Agreement with Fulton County for 911 Services until other options are explored	X					City Manager's Office	Staff	
C3	Explore 911 Service options with Sandy Springs	X					City Manager's Office	Staff	
C4	Maintain Intergovernmental Service Agreement with Fulton County for Animal Control	X	X	X	X	X	City Manager's Office	Staff	
C5	Maintain Intergovernmental Service Agreement with Fulton County for Fire/Safety Services until Sept. 30, 2008	X					City Manager's Office	Staff	
C6	Maintain Intergovernmental Service Agreement with Fulton County for Sewer Service	X	X	X	X	X	City Manager's Office	Staff	
C7	Maintain Intergovernmental Service Agreement with Fulton County for Municipal Elections	X	X	X	X	X	City Manager's Office	Staff	
C8	Maintain Intergovernmental Service Agreement with Fulton County for Tax Collection	X	X	X	X	X	City Manager's Office	Staff	
C9	Maintain Intergovernmental Agreements with Doraville and Irwin County for Jail Service	X	X	X	X	X	City Manager's Office	Staff	
C10	Renew or Renegotiate the Service Delivery Strategy		X	X			City Manager's Office	Staff	
C11	Maintain Intergovernmental Service Agreement for EMS and Ambulance Service with Alpharetta, Milton and Roswell	X	X	X	X	X	City Manager's Office	Staff	
C12	Review the existing feasibility study to convert the historic school to a community center	X					Community Development/ Consultant	\$40,000	Federal and State Grants
C13	Survey the feasibility and investigate the need of constructing a combination or freestanding community center and natatorium with a gymnasium, meeting room, and facilities		X						
Population									
P1	Establish citizen participation boards and commissions	X	X	X	X	X	Community Development	Staff	
P2	Document the special needs population		X				Community Development	Staff	
P3	Establish a Citizens Assistance Program		X				Community Development	Staff	
P4	Establish an Americans with Disabilities (ADA) Program		X				Community Development	Staff	
Housing									
H1	Conduct an in-depth study/inventory of existing housing availability, price, condition and status				X		Community Development	Staff/ Consultant	General Fund/ HUD Grant
Intergovernmental Coordination									
IC1	Establish coordination mechanisms with National Park Service to ensure pedestrian/bicycle connectivity with existing and developing facilities	X					Community Development	Staff	
IC2	Plan to meet or improve current level of service provisions	X						Staff	

*Funding is subject to annual budget allocation by Mayor and City Council, potential bond issuance, and the availability of funding from federal and state grants.

City of Johns Creek									
Short Term Work Program									
2009-2013									
		2009	2010	2011	2012	2013	Responsibility	Estimated Cost	*Potential Funding Sources
IC3	Maintain Intergovernmental Service Agreements (DCA Model Code 10-5) (See Community Facilities and Services for Individual Programs)	X	X	X	X	X	Community Development	Staff	
Natural & Cultural Resources									
NC1	Conduct a Citywide survey of existing historic and archeological resources	X					Community Development	Staff	
NC2	Implement a comprehensive Storm Water Management Program (SWMP)	X	X	X	X	X	Community Development/ Public Works	300,000 annually/Staff	General Fund/ Grant
NC3	Explore the feasibility of Storm Water Utility Program		X				Public Works	100,000 Staff Consultant	General Fund
NC4	Acquire Shakerag Park. (The City intends to enter into a lease purchase agreement with Fulton County.)	X					Recreation and Parks	160,000 annually/Staff	General Fund
NC5	Create a City-Wide Park Master Plan	X					Recreation and Parks	150,000 Staff Consultant	General Fund
NC6	Develop Shakerag Park: Phase I		X	X	X	X	Recreation and Parks	2,000,000 FY10/200K annual debt service	City Financed
NC7	*Develop Shakerag Park: Phase II				X	X	Recreation and Parks	1,500,000 FY12/150K annual debt service	City Financed
NC8	Create a plan to investigate the location of future pocket parks	X					Recreation and Parks	Staff	
NC9	Acquire land for the purpose of pocket parks	X	X	X	X	X	Recreation and Parks	2,000,000 FY09/200K annual debt service	City Financed
NC10	Develop pocket parks				X	X	Recreation and Parks	Staff	
NC11	Explore the possibility of acquiring GDOT open space	X					Recreation and Parks	Staff	
	Total							8,140,000	
Green Plan									
G1	Locate land for riverfront park in planning sub-area 1				X		Parks & Recreation	\$5,000	General fund
G2	Purchase land for riverfront park in planning sub-area 1					X	Parks & Recreation	\$3,500,000	Bonds, grants, general fund
G3	Design riverfront park in planning sub-area 1						Parks & Recreation	Removed from STWP	Bonds, grants, general fund
G4	Construct riverfront park in planning sub-area 1						Parks & Recreation	Removed from STWP	Bonds, grants, general fund
G5	Locate land for Upper Johns Creek Greenway in planning sub-area 2		X				Parks & Recreation	\$12,000	General fund
G6	Purchase land and design Upper Johns Creek Greenway in planning sub-area 2			X			Parks & Recreation	\$2,169,000	Bonds, grants, general fund

*Funding is subject to annual budget allocation by Mayor and City Council, potential bond issuance, and the availability of funding from federal and state grants.

City of Johns Creek									
Short Term Work Program									
2009-2013									
		2009	2010	2011	2012	2013	Responsibility	Estimated Cost	*Potential Funding Sources
G7	Construct Upper Johns Creek Greenway in planning sub-area 2				X		Parks & Recreation	\$185,000	Bonds, grants, general fund
G8	Locate and purchase land for first community park in planning sub-area 2			X			Parks & Recreation	\$8,798,000	Bonds, grants, general fund
G9	Design community park in planning sub-area 2				X		Parks & Recreation	\$192,000	Bonds, grants, general fund
G10	Construct community park in planning sub-area 2					X	Parks & Recreation	\$1,350,000	Bonds, grants, general fund
G11	Locate land for riverfront park in planning sub-area 3	X					Parks & Recreation	\$5,000	General fund
G12	Purchase land for riverfront park in planning sub-area 3		X				Parks & Recreation	\$3,500,000	Bonds, grants, general fund
G13	Design riverfront park in planning sub-area 3			X			Parks & Recreation	\$54,000	Bonds, grants, general fund
G14	Construct riverfront park in planning sub-area 3				X		Parks & Recreation	\$90,000	Bonds, grants, general fund
G15	Locate land for first segment of Riverfront Greenway in planning sub-area 3			X			Parks & Recreation	\$12,000	General Fund
G16	Purchase land for first segment of Riverfront Greenway in planning sub-area 3				X		Parks & Recreation	\$2,121,000	Bonds, grants, general fund
G17	Design and construct first segment of Riverfront Greenway in planning sub-area 3					X	Parks & Recreation	\$3,000,000	Bonds, grants, general fund
G18	Investigate connectivity to existing parks in neighboring jurisdictions bordering sub-area 2		X						
	Total							\$24,933,000	

Note: Project ID # is for reference only and does not reflect project prioritization or preference.

City of Johns Creek										
Short-Term Work Program, 2009-2013										
Proj. ID #	Project Description		Implementation Time Frame					Lead Responsibility	Estimated Cost (2008 dollars)	*Potential Funding Source
			2009	2010	2011	2012	2013			
Transportation										
Projects included in Atlanta Regional Commission's E6 RTP 2008-2013 Transportation Improvement Program and GDOT's Construction Work Program										
T1	Design and construct intersection improvement at Jones Bridge Rd at Waters Rd	ROW		X				City	\$200,000	City
		CST			X			City	\$870,000	City / GDOT / Federal
		Total	\$1,070,000							
T2	Design and construct intersection improvement at Jones Bridge Rd at Buice Rd	ROW		X				City	\$150,000	City
		CST			X			City	\$850,000	City / GDOT / Federal
		Total	\$1,000,000							
T3	Design and construct intersection improvement at Jones Bridge Rd at Morton Rd	ROW		X				City	\$200,000	City
		CST			X			City	\$650,000	City / GDOT / Federal
		Total	\$850,000							
T4	Design and construct intersection improvement at Boles Rd at Bell Rd	ROW		X				City	\$200,000	City / GDOT / Federal
		CST			X			City	\$650,000	City / GDOT / Federal
		Total	\$850,000							
T5	Design and construct intersection improvement at Bell Rd at Rogers Bridge Rd (including the undeveloped portion of Rogers Bridge Rd)	ROW		X				City	\$200,000	City
		CST			X			City	\$2,020,000	City / GDOT / Federal
		Total	\$2,220,000							
T6	Construction of McGinnis Ferry Rd widening at Chattahoochee River	CST	X					GDOT	\$5,754,000	GDOT / Federal
T7	Design and ROW for McGinnis Ferry Rd widening from Union Hill Rd to Sargent Rd	PE	X					GDOT	\$2,500,000	City / GDOT / Federal
		ROW		X				GDOT	\$5,000,000	City / GDOT / Federal
		Total	\$7,500,000							
T8	Construct Johns Creek Greenway - Segment 1	CST	X					GDOT	\$6,400,000	Federal/City
		Total*	\$6,400,000							
T9	Design and construct Johns Creek Greenway - Segment 2	PE	X					GDOT	\$200,000	City / GDOT / Federal
		ROW		X				GDOT	\$500,000	City / GDOT / Federal
		CST			X			GDOT	\$1,800,000	City / GDOT / Federal
		Total	\$2,500,000							
T10	ROW for Old Alabama Rd widening from Holcomb Bridge Rd to Jones Bridge Rd	ROW					X	GDOT	\$5,000,000	City / GDOT / Federal
T11	ROW for Old Alabama Rd improvements from Jones Bridge Rd to Buice Rd	ROW					X	GDOT	\$24,780,000	City / GDOT / Federal
T12	ROW and construct Old Alabama Rd from Buice Rd to Medlock Bridge Rd	ROW	X					GDOT	\$650,000	City / GDOT / Federal
		CST			X			GDOT	\$2,400,000	City / GDOT / Federal
		Total	\$3,050,000							
T13	ROW and construct intersection improvement at Medlock Bridge Rd at Abbotts Bridge Rd	ROW	X					GDOT	\$700,000	Federal/City
		CST		X				GDOT	\$678,000	Federal/City
		Total	\$1,378,000							

City of Johns Creek									
Short-Term Work Program, 2009-2013									
Proj. ID #	Project Description	Implementation Time Frame					Lead Responsibility	Estimated Cost (2008 dollars)	*Potential Funding Source
		2009	2010	2011	2012	2013			
Projects Identified in Comprehensive Plan - Not in ARC TIP									
T14	Develop concept design considering innovative intersection configurations at Medlock Bridge Rd at State Bridge Rd intersection and explore new roadway connections to improve operations and movements between Medlock Bridge Rd, State Bridge Rd and Old Alabama Rd		X				City	\$200,000	City
T15	Develop concept design considering innovative intersection configurations at Medlock Bridge Rd at Abbotts Bridge Rd intersection		X				City	\$100,000	City
T16	Develop concept design considering innovative intersection configurations at State Bridge Rd at Kimball Bridge Rd intersection		X				City	\$100,000	City
T17	Develop concept design considering innovative intersection configurations at State Bridge Rd at Jones Bridge Rd intersection		X				City	\$100,000	City
T18	Develop concept design considering innovative intersection configurations at Jones Bridge Rd at Abbotts Bridge Rd intersection		X				City	\$100,000	City
T19	Implement intersection operational improvement at Old Alabama Rd at Jones Bridge Rd		X				GDOT	\$850,000	City / GDOT / Federal
T20	Implement intersection operational improvement at Old Alabama Rd at Haynes Bridge Rd		X				GDOT	\$850,000	City / GDOT / Federal
T21	Study corridors to identify where turn lanes are beneficial along Barnwell Rd, Bell/Boles Rd, Sargent Rd, and Parsons Rd			X			City	\$40,000	City
T22	Design and ROW along Barnwell Rd corridor to provide turn lanes and improve sight distance	PE			X		City	\$220,700	City / GDOT / Federal
		ROW				X	City	\$1,324,200	City / GDOT / Federal
		Total	\$1,544,900						
T23	Design and ROW along Bell/Boles Rd corridor to provide turn lanes and improve sight distance	PE			X		City	\$214,000	City / GDOT / Federal
		ROW				X	City	\$1,284,000	City / GDOT / Federal
		Total	\$1,498,000						
T24	Design and ROW along Sargent Rd corridor to provide turn lanes and improve sight distance	PE			X		City	\$120,400	City / GDOT / Federal
		ROW				X	City	\$722,400	City / GDOT / Federal
		Total	\$842,800						
T25	Develop concept design for capacity and/or operational improvements along Abbotts Bridge Rd				X		City	\$120,000	City / GDOT / Federal
T26	Design and construct Old Alabama Rd improvements from Nesbit Ferry Rd to Jones Bridge Rd	PE		X			GDOT	\$175,600	City / GDOT / Federal
		ROW			X		GDOT	\$351,200	City / GDOT / Federal
		CST				X	GDOT	\$2,985,200	City / GDOT / Federal
		Total	\$3,512,000						
T27	Develop a Safe Routes to School plan including traffic circulation, pedestrian, and bicycle travel modes		X				City and Board of Education	\$200,000	City and Board of Education
T28	Implement Safe Routes to School campaign in coordination with schools and community			X	X	X	City and Board of Education	\$4,000,000	City and Board of Education
T29	Establish access management standards, based on roadway functional classification and surrounding land uses, for future development and retrofit as appropriate (access management standards developed in Transportation Master Plan refined and applied to individual corridors through development of corridor management plans)	X					City	\$200,000	City
T30	Construct Traffic Control Center (TCC) for monitoring of traffic conditions and signal systems	X					City	\$500,000	City / GDOT
T31	Prepare traffic monitoring and incident response plan to facilitate mobility and incident management (along with other ITS technologies, as appropriate)		X				City	\$200,000	City

City of Johns Creek									
Short-Term Work Program, 2009-2013									
Proj. ID #	Project Description	Implementation Time Frame					Lead Responsibility	Estimated Cost (2008 dollars)	*Potential Funding Source
		2009	2010	2011	2012	2013			
T32	Perform regular signal system maintenance and retiming (retiming and major signal maintenance for each signal every five years - 65 signals)	X	X	X	X	X	City	\$650,000	City
T33	Establish Travel Demand Management (TDM) program to facilitate/promote carpool/vanpool opportunities, teleworking and mixed use development	X	X	X	X	X	City	\$150,000	City
T34	Maintain travel demand model	X	X	X	X	X	City	\$150,000	City
T35	Perform traffic volume counts on an annual basis	X	X	X	X	X	City	\$50,000	City
T36	Perform repaving/reconstruction to bring all roadways up to PCI index of above 70	X	X	X	X	X	City	\$15,000,000	City / GDOT
T37	Create Major Thoroughfare Plan to indicate existing and future ROW recommendations	X					City	\$50,000	City
T38	Study McGinnis Ferry Rd corridor to determine further operational improvements needed following completion of the current widening project, in coordination with Forsyth County				X	X	City/Forsyth Co	\$10,000	City / Forsyth Co / GDOT / Federal
T39	Study Medlock Bridge Rd corridor to evaluate capacity options, in coordination with Forsyth and Gwinnett counties				X		City	\$80,000	City / Forsyth Co / Gwinnett Co / GDOT / Federal
T40	Explore opportunities for multi-modal river crossing, in coordination with Gwinnett County and City of Duluth		X				City	\$30,000	City / Gwinnett Co / City of Duluth / GDOT / Federal
T41	Identify intersection operations and minor geometric improvement needs not included in work program	X	X	X	X	X	City	\$50,000	City
T42	Implement intersection operations and minor geometric improvements (assumes 10 locations)		X	X	X	X	City	\$2,000,000	City
T43	Identify bridge conditions and establish maintenance program	X	X	X	X	X	City	\$30,000	City / GDOT
T44	Implement bridge maintenance program (assumes replacement of 10 bridges 40 or more years old in first 10 years and major maintenance of 20 bridges over 20 years)		X	X	X	X	City	\$5,500,000	City / GDOT
T45	Complete sidewalk network along all collector and arterial roads within 1/2 mile of schools, libraries and parks, as well as along local streets providing direct access to schools, libraries and parks (emphasis should first be placed on one side of 2-lane roads and both sides of 4-lane roads)	X	X	X	X	X	City	\$2,950,000	City
T46	Study Medlock Bridge Rd corridor to identify location of potential park and ride lots for secure overnight parking			X			City	\$50,000	City
T47	Develop neighborhood infrastructure program for signalization, resurfacing, sidewalk, drainage, and pedestrian/bicycle connection to facilities	X					City	\$30,000	City
T48	Implement neighborhood infrastructure program annually for signalization, resurfacing, sidewalk, drainage, and pedestrian/bicycle connection to facilities	X	X	X	X	X	City	\$750,000	City (Revolving Funds) / Private
T49	Develop multi-use trail map and program including landscaping and parking/trailheads	X					City	\$80,000	City
T50	Implement multi-use trails map and program by installing multi-use trails and parking/trailheads based on results		X	X	X	X	City	\$12,000,000	City / GDOT / Federal
T51	Create database of remnant pieces from GDOT and Fulton County for potential green space	X					City	\$10,000	City
T52	Create median beautification program for Medlock Bridge Rd, State Bridge Rd, and McGinnis Ferry Rd			X			City	\$90,000	City
T53	Implement median beautification program for Medlock Bridge Rd, State Bridge Rd, and McGinnis Ferry Rd (18 miles)				X	X	City	\$1,800,000	City
T54	Create storm drain maintenance program	X					City	\$20,000	City
T55	Implement storm drain maintenance program		X	X	X	X	City	\$200,000	City

City of Johns Creek									
Short-Term Work Program, 2009-2013									
Proj. ID #	Project Description	Implementation Time Frame					Lead Responsibility	Estimated Cost (2008 dollars)	*Potential Funding Source
		2009	2010	2011	2012	2013			
T56	Study Haynes Bridge Rd between Old Alabama Rd and City limit to evaluate potential for additional capacity within existing ROW		X				City	\$25,000	City / GDOT / Federal
T57	Study Medlock Bridge Rd between Old Alabama Rd and State Bridge Rd to evaluate potential for additional capacity within existing ROW		X				City	\$40,000	City / GDOT / Federal

Cost for Short Term Work Program - TIP Projects	\$62,352,000
Cost for Short Term Work Program - Projects Not in TIP	\$56,752,700
Total Cost for Short Term Work Program	\$119,104,700

Note: Project ID # is for reference only and does not reflect project prioritization or preference.

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

Adopted: November 10, 2008

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) an 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.

Adopted: November 10, 2008

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.

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.

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

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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

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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).

Transition 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.

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

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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



Appendix B Transportation Master Plan

The Transportation Master Plan is compliant with state law for comprehensive planning purposes. Components which exceed the minimum comprehensive planning criteria are italicized within the Transportation Master Plan.

In addition, the following material has been added:

- Expanded transportation recommendations to include middle and long term projects and programs.
- Revised Transportation Capital Improvement Projects Map.
- Replaced Johns Creek Interim Multi-Use Trail with a new Sidewalk and Trail Facilities Map to merge the recommended Green Plan improvements.
- Revised Roadway Corridor and Intersection Recommendation Map.
- Added a Bridge Maintenance Map.

EXECUTIVE SUMMARY

The City of Johns Creek Transportation Master Plan identifies transportation needs, and develops a program of projects and strategies aimed at improving the city's transportation system and ensuring that it meets projected demands. This process began with development of a transportation vision and related issues and opportunities. Following the collection and analysis of data and in consideration of stakeholder input, a series of transportation policies and strategies were proposed, which are in turn supported by numerous multi-modal transportation improvement recommendations. To strengthen the connection between land use and transportation planning, development of the Transportation Master Plan is being coordinated with that of the City's Comprehensive Plan. As a result, the land use policies and other recommendations proposed through the Comprehensive Plan process are mutually complementary with the strategies and improvements provided in this document.

Six transportation policies were established to guide the Transportation Master Plan process and recommendations, based on input from Johns Creek stakeholders and citizens. The policies are supported by appropriate transportation strategies and project/program recommendations, which are described in detail later in this document. The six transportation policies are:

- Facilitate safe and efficient movement of traffic along key corridors to minimize congestion.
- Apply innovative approaches and technologies to improve mobility, safety, and environmental quality.
- Enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek.
- Connect the sidewalk and multi-use trail network to allow safe pedestrian and bicycle travel throughout Johns Creek.
- Explore public transportation options for Johns Creek commuter travel to the Atlanta core, Hartsfield-Jackson Airport, and surrounding communities.
- Whenever possible, interconnectivity should be encouraged.

Transportation needs were identified assuming growth patterns and projections as determined through the Comprehensive Plan process. The travel demand model results served as the foundation for roadway improvements, with consideration given to individual congested segments as well as how the entire system operates. Related Fulton County and Atlanta Region plans and programs were also reviewed in regards to project recommendations within or adjacent to Johns Creek. Potential bicycle and pedestrian improvements were developed by reviewing connectivity issues and existing proposals for future facilities. The anticipated locations for future growth in residential and commercial activity nodes were also analyzed to indicate where future transit services might provide mobility alternatives. In addition to technical analyses, recommendations for all travel modes were developed following extensive stakeholder and public input and in consideration of local desires and expectations for Johns Creek's transportation services.

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The Transportation Master Plan recommendations respond directly to the established transportation issues, opportunities, policies and strategies. Specific project and program recommendations will be categorized according to the most applicable strategy and policy for each, with details regarding project location, definition and suggested implementation time frame also provided. A phasing plan will be developed to provide decision makers with a starting point to use in prioritizing the recommended improvements for funding and implementation. Improvements are placed into implementation time periods (short, mid and long range) based on level of need, estimated cost, and difficulty of implementation from a planning, design and permitting perspective.

BACKGROUND AND PURPOSE

The economic vitality of any community, as well as the quality of life enjoyed by its residents and visitors, greatly depends on the efficiency of the transportation system. In addition to providing mobility through, within and around a community, the transportation system is important for the efficient movement of goods and services that support everyday activities. In the Atlanta Region, population increases continue to place greater demands on the existing transportation network. Congestion has taken a toll on those living, working and doing business throughout the region. Johns Creek and the surrounding communities have experienced a great amount of growth in recent years, which is forecasted to continue through 2030. To ensure that the transportation network operates efficiently, steps must be taken to address the increased demand.

The Transportation Master Plan is prepared in conjunction with the development of the City of Johns Creek Comprehensive Plan, providing transportation focused policies, programs, and projects. It is based on future land use resulting from the Comprehensive Plan recommendations and builds on policies and guiding principles developed in the comprehensive planning process. The Transportation Master Plan evaluates the existing and future conditions of the transportation network and provides recommendations through year 2030. The plan considers all aspects of a multi-modal transportation system—automobile, pedestrian, bicycle, and transit travel. By analyzing the system as a whole, the plan can better evaluate the needs and issues related to system-wide connectivity, mobility and accessibility. The Transportation Master Plan examines potential transportation improvements in detail and offers a range of improvements to mitigate existing deficiencies and prepare for increased demand.

The integration of land use and transportation is essential to the planning process. Highways provide access to land, sustaining existing land uses and enabling new development. Land uses generate vehicle, pedestrian, bicycle, and transit trips. Therefore, in order to manage traffic along a roadway and maintain accessibility, both land use and transportation strategies are necessary. To strengthen the connection between land use and transportation planning, the development of the Transportation Master Plan was coordinated with that of the City's Comprehensive Plan. As a result, the land use policies and other recommendations proposed through the Comprehensive Plan process are complemented by the strategies and improvements provided in this Transportation Master Plan. This document describes the transportation planning context, presents recommended policies and strategies to address identified needs, and—building upon the five-year Short Term Work Program identified in the Comprehensive Plan—defines a longer term plan of policies, programs, and projects to address transportation within Johns Creek through 2030.

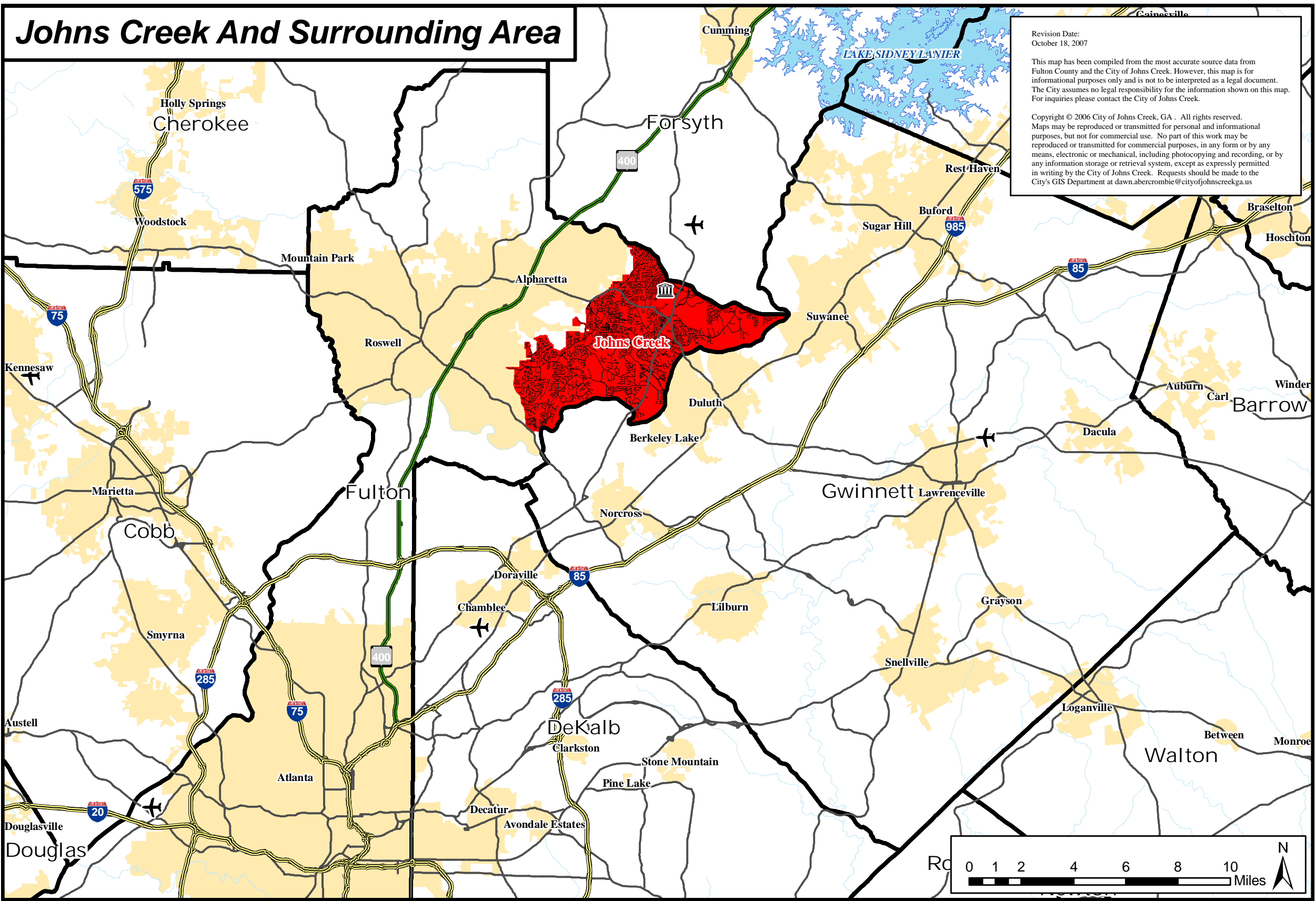
TRANSPORTATION PLANNING CONTEXT

The transportation system cannot be isolated from its environment as it directly influences transportation needs. Some factors may constrain the availability of options to address travel needs, while others provide opportunities. For example, the Chattahoochee River corridor constrains possible connections into neighboring Gwinnett County, focusing east-west traffic along the State Bridge Road, Abbotts Bridge Road and McGinnis Ferry Road corridors. Conversely, developing activity nodes can provide the necessary density and infrastructure required to better support walking and transit use, a transportation system opportunity. The unique characteristics and location of Johns Creek within the Atlanta Region (refer to **Figure T-1**) define the community context. In order to support the travel needs of the community, transportation facilities must be planned that build on and support the community defined context.

The transportation network within Johns Creek is shown in **Figure T-2**. Located in a growing area of the Atlanta Region, Johns Creek must accommodate a variety of travel needs:

- First, residents must be able to travel within the community to satisfy their daily needs. The quality and ease of use for these trips is directly related to perceptions of quality of life. When congestion from longer trips affects local trip making, it is often perceived as a much greater impact than when the same disruption affects a commuter trip.
- Second, people traveling to and from Johns Creek must be able to travel efficiently. Although it is desirable to maximize the interaction between land uses so that many activities can be handled within Johns Creek, it is important to provide efficient travel routes to and from the City for the many residents and businesses that rely on regular travel outside the City.
- Third, traffic traveling around the region must be able to pass through Johns Creek with minimal impact to the community. Three of Johns Creek's major transportation corridors – Medlock Bridge Road/SR 141, State Bridge Road, and McGinnis Ferry Road – are also vital to mobility throughout the Atlanta Region. These major transportation corridors benefit the City by facilitating travel to/from Johns Creek and providing regional access needed to support businesses. However, their proximity also contributes additional traffic that passes through Johns Creek. One type of through traffic results from the need for residents of neighboring communities to travel across Johns Creek to access other regional corridors and the Atlanta downtown area. Some of this through traffic results from trips that divert from other major regional facilities, such as SR 400, to avoid congestion.

In order to be effective, transportation planning for Johns Creek must be grounded in the community's vision for the future. It must also be supportive of local travel needs, minimizing the negative effects resulting from outside pressures on the city's internal transportation infrastructure.



Regional Inset

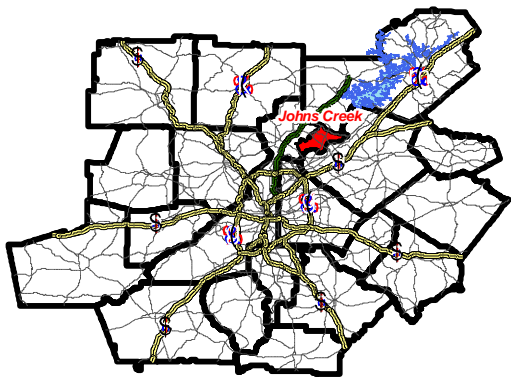













Figure T-1

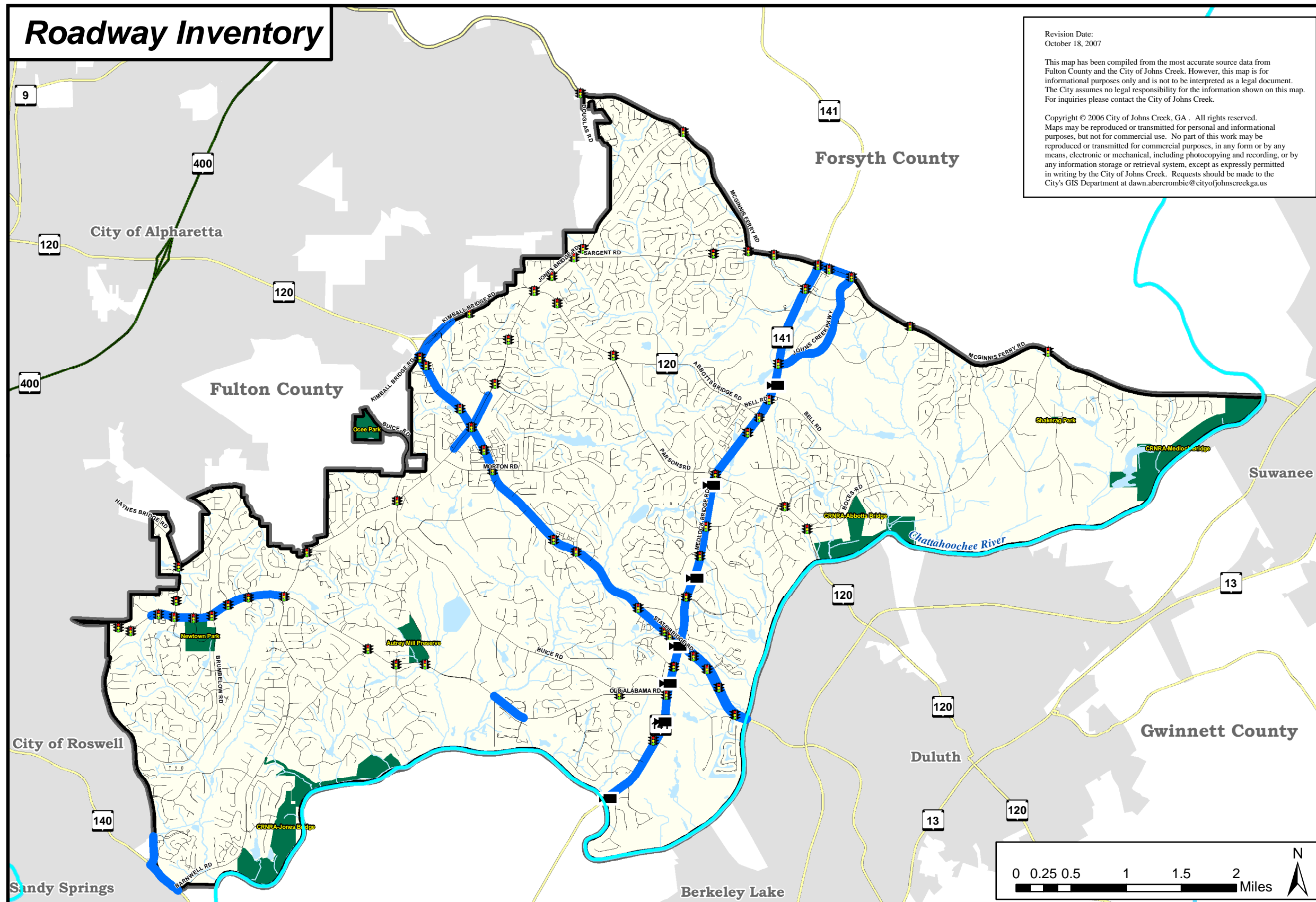
Legend

- Johns Creek**
-  Johns Creek City Hall
 -  Johns Creek Incorporated Area
- Road Network**
-  Interstate
 -  Georgia 400
 -  Regional Streets
 -  Streets (Within city of Johns Creek)
- Other Features**
-  Airport
 -  Perennial Stream/River
 -  Other City Boundary
 -  County Boundary
 -  Lake Sidney Lanier

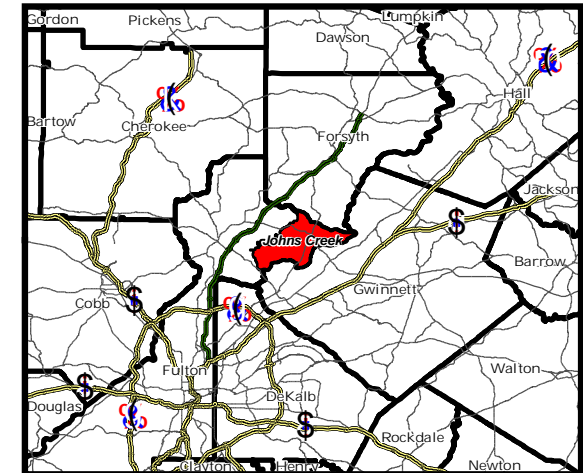
Source: ARC, City of Johns Creek, Jacobs Carter Burgess

This map is intended for planning purposes only.

Roadway Inventory



Regional Inset



RELATED PLANS AND PROGRAMS

Together with its companion documents, the Johns Creek Comprehensive Plan provides a blueprint to guide the City's growth and infrastructure development based on community needs and opportunities. Implementation of the Johns Creek Comprehensive Plan will occur in conjunction with other plans and programs at the county and regional level, many of which address overlapping or complementary issues. Although these county and regional plans may be relevant and satisfy the needs and desires of a larger area within which Johns Creek is encompassed, some of their strategies or plans may not be applicable or adequate to serve the unique needs of the City of Johns Creek into the future. That said, they do serve as a good starting point for Johns Creek. In addition, the primary purpose of all these plans is to provide policies and projects that guide and manage multi-modal transportation in the context of future growth.

The following summarizes related transportation plans and programs that both affect and are shaped by implementation of the Johns Creek Comprehensive Plan. For greater detail on these plans and programs, please refer to the Community Assessment report released earlier in the Comprehensive Plan process.

TRANSPORTATION IMPROVEMENTS IN CITY'S CAPITAL IMPROVEMENT PROGRAM

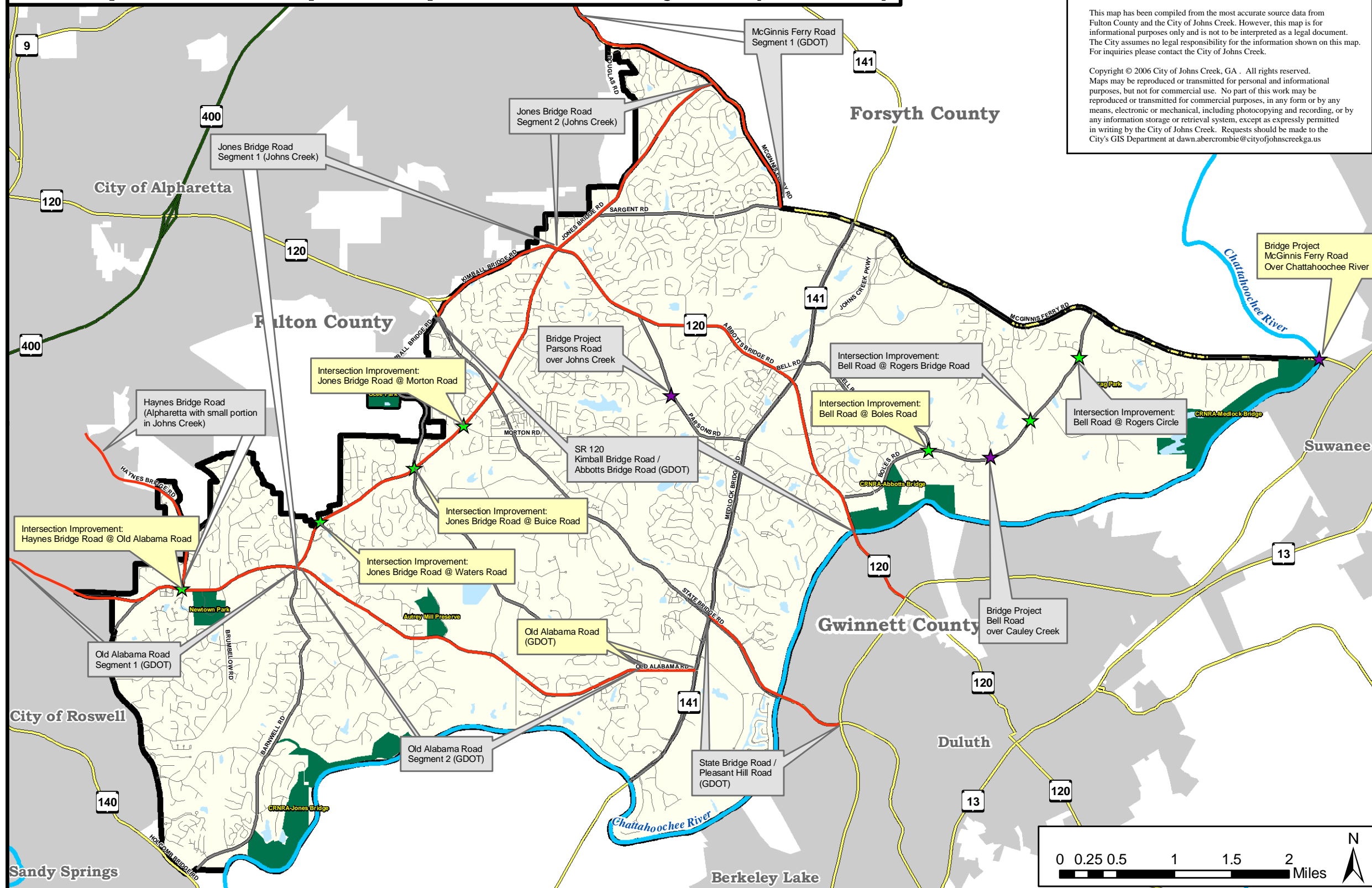
In September 2007, the City of Johns Creek approved the budget for a five-year Capital Improvement Program (CIP). Since that time, the plan has been modified to add and subtract some projects. An annual review and update of the five-year CIP serves two key functions. First and foremost, it allows the City to anticipate future funding requirements throughout the five-year plan horizon. Additionally, by annually reviewing all proposed projects, the City ensures that those included within the plan continue to provide the greatest short term benefits within the funding constraints. **Figure T-3** reflects future transportation capital projects for which City funding has been programmed (short term projects, within next five years), as well as long term projects (up to 20-year horizon) included within Atlanta's Regional Transportation Plan (RTP). Included are seven intersection improvements, three bridge projects and nine roadway widening projects.

FOCUS FULTON COUNTY 2025 COMPREHENSIVE PLAN

The Focus Fulton 2025 Comprehensive Plan, approved by the Fulton County Board of Commissioners on November 2, 2005, is intended to guide the growth of Fulton County between 2005 and 2025 in accordance with public and stakeholder values. The Comprehensive Plan establishes policies, strategies, and a framework to support varying conditions in the county over the next 20 years. Within the Comprehensive Plan are the elements required by the state's Department of Community Affairs (DCA).

The Transportation Element of Focus Fulton outlines five goals with related policies to guide and manage transportation in Fulton County in the context of future growth. Although these goals and strategies may no longer be applicable or desired by the City of Johns Creek, they do serve as a good starting point. Focus Fulton includes a CIP list of short-term (five-year) improvements ranging from roadway widening, intersection operations and bridge projects to sidewalks and multi-use trails. Of those projects located within the limits of Johns Creek, some have been carried forward into the City of Johns Creek CIP and/or Atlanta regional transportation program, while others have only a Fulton County project number.

Transportation Capital Improvement Projects (FY2009)



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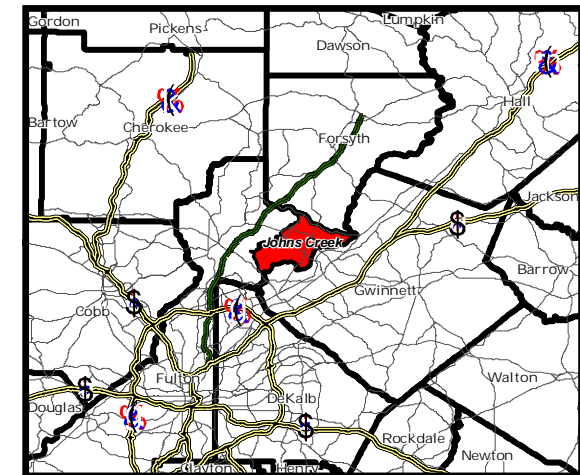


Figure T-3

Legend

Capital Improvement Projects

- ★ Intersection Improvement Project
- ★ Bridge Project
- Road Capacity Project

Short - Term (0 - 5 Years)

Long - Term (Greater Than 5 Years)

Road Layers

- Arterial/Collector
- Local Road

Other Layers

- Chattahoochee River
- Other State Highway / U.S. Highway
- Parks
- Johns Creek City Limits
- Other City Limits
- County Boundary
- Lakes / Ponds / Streams

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.

FULTON COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP)

The Fulton County Comprehensive Transportation Plan (CTP), adopted in January 2001, was designed to manage existing and future transportation demands through policy that reflects the desires and goals of the County and public. The county was divided into four planning areas (Johns Creek was included within the North Fulton planning area), and each planning area was addressed independently to identify their unique needs and objectives, performance measures, and recommended projects. Although this plan preceded Focus Fulton—and its strategies and objectives may no longer be applicable to or desired by the citizens of Johns Creek, it provided a transportation framework that should be considered in moving the plan for Johns Creek forward.

Efforts are underway to initiate a North Fulton CTP, which would encompass the cities of Sandy Springs, Roswell, Alpharetta, Milton and Johns Creek. By focusing on the highly interdependent travel patterns of these North Fulton communities, realistic strategies to address local as well as regional travel demands in this high growth area of the region can be developed. An important component of this effort will be coordination with adjacent jurisdictions, particularly Forsyth County and the cities of Duluth and Suwanee in Gwinnett County with respect to Johns Creek.

REGIONAL TRANSPORTATION PLAN (RTP) AND TRANSPORTATION IMPROVEMENT PROGRAM (TIP)

As the region's federally-designated Metropolitan Planning Organization (MPO), the Atlanta Regional Commission (ARC) develops multi-modal transportation plans and policies for the Atlanta Region. ARC's two primary transportation programming documents are the long range Regional Transportation Plan (RTP) and the short range Transportation Improvement Program (TIP). These documents include a balanced mix of transportation projects related to all modes and system elements, with consideration also given to safety, transportation demand management and air quality.

By federal law, the RTP must cover a minimum planning horizon of 20 years and be updated every 4 years in areas such as Atlanta which do not meet federal air quality standards. The current RTP, *Envision6*, integrates land use, transportation and water planning and will cover the years through 2030. It is through the TIP that federal funds for construction of the region's highest priority projects are allocated. Drawn from the shortest term projects in the RTP, TIP projects must be financially constrained and air quality conforming. Updates are required every three years, although ARC's goal is for annual TIP updates. The current six-year TIP covers fiscal years 2008-2013. In terms of projects within the City of Johns Creek, most short range projects are intersection improvements (e.g., turn lanes, signalization, drainage, sight distance, sidewalks), while the majority of long range projects involve road widening (predominantly from two to four lanes).

TRANSIT PLANNING BOARD (TPB)

Created by a joint resolution of ARC, MARTA and GRTA, the Transit Planning Board (TPB) aims to establish a sustainable and integrated transit network for the Atlanta region. TPB's objectives include developing a regional transit plan with comprehensive financial plan, working to improve regional service coordination, measuring system performance, and advocating for increased federal funding for regional transit.

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TPB's Adopted Concept Plan 3 Regional Transit Vision (August 28, 2008) proposes various regional transit initiatives (see **Figure T-10 in the Community Assessment**). Projects within and immediately adjacent to Johns Creek include arterial rapid bus along State Bridge Road as well as regional suburban bus along the SR 141 (Medlock Bridge Road) / SR 120 (Abbotts Bridge Road) and SR 140 (Holcomb Bridge Road) corridors. A variety of other services are proposed in the larger area adjacent to Johns Creek. Transit centers are identified near Norcross and Cumming. New services extending from MARTA's current northern heavy rail terminus near Perimeter include LRT (light rail transit) along SR 400 to Windward Parkway, with continued service by expressway bus up to Cumming. Commuter rail, a section of which connects Doraville and Duluth, is also proposed adjacent to the Buford Highway corridor.

STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

GDOT produces the State Transportation Improvement Program (STIP) annually as a requirement for receiving federal transportation project funds. A three-year multi-modal program, the STIP includes highway, bridge, bicycle, pedestrian, safety, transportation enhancement and public transportation projects. The STIP contains all highway, public transit, and multi-modal projects proposed for federal funding, as well as non-federally funded regionally significant transportation projects. All projects within the Atlanta Region are developed by ARC (the MPO) as part of its RTP/TIP process, with the approved TIP included in the STIP without modification. The current STIP covers fiscal years 2007-2009.

UNIFIED PLANNING WORK PROGRAM (UPWP)

In all metropolitan regions over 50,000 persons, the MPO is responsible for the development of a Unified Planning Work Program (UPWP), in cooperation with the state and operators of publicly owned transit. The UPWP is an instrument for coordinating transportation and comprehensive planning in the metropolitan region to broaden MPO awareness of activities and plans that impact surface transportation. It also helps ensure that planned improvements are based on a common set of existing conditions and forecasts coordinating all key decisions affecting growth and development among partner agencies. As the MPO for the Atlanta Region, it is the responsibility of ARC to develop and maintain the UPWP for the 18-county planning area. The UPWP is developed annually through a cooperative process with the transportation planning partners in the Atlanta Region, including ARC, the Georgia Department of Transportation (GDOT), the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR), the Georgia Regional Transportation Authority (GRTA), Metropolitan Atlanta Rapid Transit Authority (MARTA) and ARC's member governments, including local government transit providers.

OTHER REGIONAL AND STATE PLANS AND PROGRAMS

Other regional and state plans and programs related to transportation are undertaken by the various stakeholder agencies as apparent needs arise. These efforts frequently result in proposed policy direction applicable to the Atlanta Region or entire state, or lists of improvement projects recommended for inclusion in one or more of the plans and programs highlighted above. Described in more detail in the Community

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Assessment and Transportation Master Plan documents, a representative listing of such recent efforts and supporting agencies (as applicable) includes:

- Congestion Management Process (CMP) – ARC
- Regional Transit Action Plan (RTAP) – GRTA
- Atlanta Regional Freight Mobility Plan – ARC
- Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan – ARC
- Fast Forward Congestion Relief Program – Governor's Initiative
- Regional Traffic Operations Task Force – Governor's Initiative
- Congestion Mitigation Task Force – Governor's Initiative

SUMMARY OF TRANSPORTATION NEEDS ASSESSMENT

Prepared as an initial part of the comprehensive planning process, the needs assessment effort serves to determine the deficiencies within the transportation network for both the current year and future horizon year (2030). The following paragraphs provide a summary of the needs analysis results for various types of transportation, as presented previously in the Community Assessment document.

ROADWAY CAPACITY AND SAFETY

The assessment of roadway capacity and safety identified several areas of transportation need, as categorized below:

- Examination of roadway functional classification and its relationship to service of adjacent land use and 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 Road/Boles Road, and Sargent Road.
- Operational improvements and intersection reconfigurations to prevent bottlenecks at major intersections along congested corridors.
- Capacity enhancement of roadways identified as congested in future years and improvement of parallel facilities, including Medlock Bridge Road, Jones Bridge Road, McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Johns Creek Parkway, Sargent Road, and Bell Road/Boles Road.
- 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, including Medlock Bridge Road, Old Alabama Road, State Bridge Road, Kimball Bridge Road/Abbotts Bridge Road, Sargent Road, and Johns Creek Parkway.

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- Focused pedestrian safety improvements around schools, libraries, parks and community facilities.

TRANSIT

Improvement needs indicated through the transit assessment include:

- 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.
- Transit connection to proposed commuter rail station in Duluth to support commuters to/from Atlanta.
- Examination of the applicability of Bus Rapid Transit (BRT) 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.

PEDESTRIAN, BICYCLE AND MULTI-USE TRAIL

The assessment of pedestrian movement and facilities identified the following needs:

- All pedestrian facilities shall be compliant with the Americans with Disabilities Act (ADA) standards.
- Pedestrian connections needed between neighborhoods and community facilities such as schools, libraries, parks and multi-use trails.
- Sidewalks within activity centers should be of sufficient width and separation from traffic to encourage pedestrian movement.
- Pedestrian connections to transit should ensure safety.

Potential needs related to bicycle travel and destinations include:

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

RAILROADS, TRUCKING, PORT FACILITIES AND AIRPORTS

The assessment of travel needs for access to railroads, port facilities and airports and to accommodate truck traffic identified the following needs:

- 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 impacting local streets, pedestrians and bicyclists.

TRANSPORTATION POLICIES AND STRATEGIES

Identification of key issues and opportunities for improvement – both existing and projected – is an important part of the comprehensive planning process. Ensuring a long range, needs based perspective assists in effective identification and implementation of transportation initiatives to respond to forecasted growth. As such, preliminary transportation issues and opportunities were derived from the transportation needs assessment. In addition to those related to mobility, safety, connectivity and the availability of various travel modes, the preservation of existing infrastructure was identified as a critical challenge to be faced by the City of Johns Creek over the coming years.

Once identified as such, transportation issues and opportunities can be most effectively addressed through the implementation of targeted policies and strategies. The policies are the guidelines upon which more focused strategies build. Specific improvement projects are then designed, with the intended result being progress towards successfully addressing the issues and opportunities.

The following six transportation policies were developed as the focus for future transportation investment in Johns Creek. Each policy is supported by a series of strategies to further facilitate implementation of appropriate improvements.

1. FACILITATE SAFE AND EFFICIENT MOVEMENT OF TRAFFIC ALONG KEY CORRIDORS TO MINIMIZE CONGESTION.

Traffic congestion along key corridors typically begins where two major roads cross, limiting the continued progression of traffic. Reducing congestion at these “hot spots” can improve mobility and lessen overall travel time. Providing more internal connectivity between neighborhoods and commercial areas enables local traffic to avoid high traffic intersections and corridors, thereby facilitating local movement and reducing congestion at critical locations. Additionally, effective management of access points can help to preserve through capacity along arterials, but requires careful planning to avoid indirect property impacts.

This policy recognizes that in certain circumstances congestion can be mitigated and minimized but not completely eliminated. Fortunately, there are numerous and varied methods available to achieve positive impacts on congestion. Determining appropriate measures for implementation depends on the analysis of factors such as traffic volume, roadway capacity, adjacent land uses and community and environmental impacts.

The following strategies address this policy:

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

2. APPLY INNOVATIVE APPROACHES AND TECHNOLOGIES TO IMPROVE MOBILITY, SAFETY AND ENVIRONMENTAL QUALITY.

Improvements to reduce conflicts, increase the interconnectivity of less congested/secondary facilities, and enhance driver expectancy can all positively impact mobility and safety. An optimally timed and coordinated signal system can significantly reduce travel delay and stops along a corridor by more efficiently controlling traffic signal operations at intersections, where through movement capacity is most limited. Safety is also an important consideration, as intersections typically have more conflict points and experience more crashes than roadway segments, further worsening congestion.

An ever-increasing number and diversity of innovative approaches and technologies for addressing traffic concerns are currently available. As an added benefit to the many jurisdictions already juggling multitudes of demands within limited funding scenarios, many such techniques are both more cost-efficient and quickly implemented than the traditional solution of adding additional roadway. Ranging from proactive measures that rely on advanced technology to mitigate traffic flow before the congestion threshold is reached to more passive and longer term approaches aimed at changing travel and development behaviors at the very root of traffic demand, these strategies can be used independently or in combination to effect progress towards improving mobility throughout Johns Creek. Examples of such approaches include: application of Intelligent Transportation System (ITS) technologies to monitor travel flow and improve incident management along high demand corridors; promotion of programs to reduce work trips by increasing the use of carpools/vanpools, teleworking, flex-time and other travel demand management (TDM) tools; implementation of access management plans on congested arterial roadways to reduce potential conflicts points and increase internal connectivity between adjacent uses; and encouraging mixed-use development at key activity nodes.

Strategies which build on this policy include:

- Strategy D – Utilize access management techniques to increase mobility, safety and interconnectivity.
- Strategy E – Continue development and application of Intelligent Transportation (ITS) and incident management technology.
- Strategy F – Promote state-of-the-art signal system technology.
- Strategy G – Promote travel demand management (TDM) strategies to reduce trips.

- Strategy H – Encourage increased mixed-use development/redevelopment.
- Strategy I – Facilitate public-private funding partnerships for improvements.
- Strategy J – Coordinate with state, regional, and local agencies responsible for environmental compliance and guidelines.

3. ENHANCE CAPACITY ALONG KEY CORRIDORS WHILE PRESERVING THE EXISTING CHARACTER OF THE TWO-LANE RESIDENTIAL ROADS IN JOHNS CREEK.

People travel along the streets of Johns Creek for a variety of trip purposes. Local trips satisfy residents' needs to travel between neighborhoods and commercial areas within Johns Creek. Trips with either an origin or destination within the city are made by those who, for work, shopping or recreation, travel into or out of Johns Creek. Longer distance trips through Johns Creek are made by residents of neighboring communities who must pass through the city to travel between their home and employment or to major transportation corridors such as I-285 and SR 400.

The goal of this policy is to ease congestion within Johns Creek while also maintaining the sense of community and quality of life for city residents. By accommodating longer trips to the extent feasible along several key regional travel corridors, the existing character of other two-lane residential collector roadways within Johns Creek can be preserved and retained for local travel needs. Increasing capacity by way of additional through lanes may be the necessary approach to addressing travel needs on regional corridors. In contrast, additional capacity can often be effected on residential collector roadways by increasing the efficiency of traffic operations, such as providing turn lanes at intersections. This approach maintains the roadway infrastructure of these residential collectors at a scale compatible with adjacent development while still improving the flow of traffic for local users. Similarly, establishing measures to manage speed on internal local streets preserves the integrity and safety of the neighborhoods without reducing connectivity through road closures. A key component of this policy includes maintaining the transportation system network and infrastructure (roads, bridges, signals and more) so that limited City resources are used wisely and efficiently, and that the safety of all residents remains a priority.

Specific strategies in support of this policy include:

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

4. CONNECT THE SIDEWALK AND MULTI-USE TRAIL NETWORK TO ALLOW SAFE PEDESTRIAN AND BICYCLE TRAVEL THROUGHOUT JOHNS CREEK.

Beyond their obvious recreational and health purposes, pedestrian and bicycle facilities are critical elements in any transportation network. By offering alternatives to automobile travel for shorter trips, sidewalks and bicycle routes effectively connect residential neighborhoods with nearby schools, parks, community facilities

and commercial areas, helping alleviate traffic congestion in their immediate vicinity. It is critical, however, that consideration be given to the safety of pedestrians and bicyclists within the overall transportation network by ensuring facilities are appropriate to the adjacent roadway's characteristics and likely users.

Given transportation funding realities and the extent of pedestrian and bicycle needs, it is important that care be given to determining the most appropriate and beneficial locations and types of facilities for pedestrian, bicycle and multi-use trail improvements within Johns Creek. Their judicious yet steady implementation will result—over time—in an integrated and expansive network of sidewalks, bicycle facilities, and multi-use trails connecting residents with key destinations throughout the city. An integral component of the multi-use trail network will be provision of appropriate parking facilities for users.

Specific strategies in support of this policy include:

- Strategy O – 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.
- Strategy P – Connect sidewalk network to provide continuous sidewalk along all arterial and collector roads.
- Strategy Q – Create multi-use trail network based on adopted Multi-Use Trail Plan to include connections to adjacent jurisdictions' facilities and the Chattahoochee River.
- Strategy R – Establish pedestrian and bicycle friendly policies and standards.

5. EXPLORE PUBLIC TRANSPORTATION OPTIONS FOR JOHNS CREEK COMMUTER TRAVEL TO THE ATLANTA CORE, HARTSFIELD-JACKSON AIRPORT, AND SURROUNDING COMMUNITIES.

Transit is a key component to providing travel alternatives to the automobile. Longer distance, commuter focused transit services can offer relief to congested roadways by reducing the need for regional traffic to pass through Johns Creek en route to other destinations. Transit service availability, frequency and travel time advantage are important factors in attracting riders as an alternative to automobile travel. Where transit services are subject to the same traffic delays as automobiles, incorporation of premium transit options that offer travel time savings could be critical to encouraging people to park their cars and utilize transit.

This policy supports the aim of encouraging and facilitating increased transit reliance, particularly for commuters. Given the land uses and densities within Johns Creek and community's vision for the future, the focus has been appropriately placed on longer distance travel to adjacent communities and the Atlanta core instead of local transit service within the city.

The following strategies address this policy:

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

6. WHENEVER POSSIBLE, INTERCONNECTIVITY SHOULD BE ENCOURAGED.

The interconnectivity of a community's transportation network plays a decisive role in efforts to mitigate traffic congestion. A well developed, interconnected roadway network provides multiple paths for travelers to use in accessing destinations, allowing dispersion of traffic over several roads. By providing local trips with alternatives to traveling on major roadways, congestion along arterials and at critical intersections can be reduced while also providing travel time savings for local trips by residents.

The typical suburban residential development style of the past several decades favored autonomous subdivisions composed predominantly of cul-de-sac streets, all branching off one or possibly two main internal roadways that provide access to the primary roadway network. This pattern results in a disjointed roadway network, further exacerbating congestion on major roadways by requiring all trips—even local, short distance ones—to occur on the limited number of major interconnecting facilities. Similar effects are also caused by a lack of interconnectivity for other modes, most especially bicycle and pedestrian. If residents are not able to reach their ultimate destination by bicycling or walking, they have no choice but to drive, putting additional short distance, local trips onto the roadways for lack of a viable alternative. As opportunities for development/redevelopment and targeted neighborhood improvements arise into the future, the City should consider options for enhancing the interconnectivity across the entire transportation system within Johns Creek.

Specific strategies in support of this policy include:

- Strategy V – Promote continuation and extension of the street system and bicycle/pedestrian network.
- Strategy W – Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system.

Table T-1 summarizes which policies support which of the identified issues and opportunities. As the table demonstrates, each of the identified issues and opportunities is addressed by one or more of the established policies. Similarly, all of the policies are applicable to multiple issues and/or opportunities. Because recommended transportation projects and programs were developed with the specific intention of addressing identified issues and opportunities by way of established policies and strategies, the Transportation Master Plan is designed to improve Johns Creek's transportation conditions within the framework of citizen expectations and desires.

11.10.08

Table T-1: Comparison of Policies Against Issues and Opportunities

Issues & Opportunities	Policies					
	Facilitate safe and efficient movement of traffic along key corridors to minimize congestion	Apply innovative approaches and technologies to improve mobility, safety, and environmental quality	Enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek	Connect the sidewalk and multi-use trail network to allow safe pedestrian and bicycle travel throughout Johns Creek	Explore public transportation options for Johns Creek commuter travel to the Atlanta core, Hartsfield-Jackson Airport, and surrounding communities	Whenever possible, inter-connectivity should be encouraged
Issues						
Through trips contribute significantly to peak hour congestion	X	X	X		X	
Key intersection operations constrain corridor capacity	X	X	X			
Limited roadway connectivity requires travel through major intersections	X	X	X			X
Effective local transit connections could serve emerging activity areas and connect to regional transit in Johns Creek					X	
Transit mixed with vehicular traffic has limited travel time advantage over automobiles					X	
Neighborhoods are not well connected to schools, parks and community facilities with sidewalks and bicycle facilities				X		X

11.10.08

Issues & Opportunities	Policies					
	Facilitate safe and efficient movement of traffic along key corridors to minimize congestion	Apply innovative approaches and technologies to improve mobility, safety, and environmental quality	Enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek	Connect the sidewalk and multi-use trail network to allow safe pedestrian and bicycle travel throughout Johns Creek	Explore public transportation options for Johns Creek commuter travel to the Atlanta core, Hartsfield-Jackson Airport, and surrounding communities	Whenever possible, inter-connectivity should be encouraged
Longer distance bicycle and trail routes are needed to access parks and provide recreational opportunities				X		X
Enhancing transportation safety for all travel modes is a priority	X	X	X	X	X	
Opportunities						
Maximize corridor efficiency through improvement of congested intersections	X	X	X			
Add road connectivity to increase options beyond use of congested corridors			X			X
Consider use of undeveloped land and/or easements to add pedestrian and bicycle connectivity				X		X
Maximize use of technology to assist in traffic operations improvements		X			X	
Plan and build multi-modal connections in potentially high pedestrian areas				X		X

RECOMMENDED IMPROVEMENT PROJECTS

A safe and efficient transportation system is key to a vital community that supports established neighborhoods and provides an attractive location for businesses. Traffic congestion and spillover of through traffic to residential areas are characteristics of a strained transportation system and can negatively impact a community's quality of life. Just as the transportation related issues and opportunities identified by the community are addressed by transportation policies (as shown previously in Table T-1), the policies in turn are supported by specific transportation improvement strategies and projects. These strategies and projects address transportation needs through year 2030 within the context of, and in support of, the Johns Creek community vision.

Table T-2 lists the transportation project and program recommendations according to the specific strategy and policy of which they are most supportive. However, it should be noted that many of the projects and programs apply to more than one strategy and/or policy. The transportation recommendations include 119 roadway, intersection, pedestrian and bicycle, and transit improvement projects/programs, which are identified for short, mid or long term implementation. The highest priority recommendations are listed within the five-year Short Term Work Program (STWP), which is included in the Community Agenda.

ROADWAY IMPROVEMENTS

One key element for consideration with regard to transportation network improvements involves roadway functional classifications within Johns Creek. Illustrated in **Figure T-4**, recommendations for the future Johns Creek functional classification system are fully in support of the policy to enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek. The several regional travel corridors through Johns Creek are identified as principal arterials, which potentially involves roadway cross sections greater than four through lanes. In comparison, minor arterials—important for longer distance trips within Johns Creek or for those with an origin or destination within Johns Creek—are identified as future four-lane roadways. In turn, collector roadways providing connectivity between the residential and commercial areas of the city for shorter distance trips are to be preserved as two-lane roadways with a more rural character. Local residential streets within neighborhoods will remain as such.

Figure T-5 identifies roadway corridor and intersection improvements recommended through year 2030. These projects support the established policies and strategies, and are fully complementary to them and to one another. The proposed projects provide for increased mobility and access within Johns Creek while also satisfying the vision for Johns Creek and maintaining its character. Recommendations include widenings along arterials (Medlock Bridge Road, McGinnis Ferry Road, Jones Bridge Road and Abbotts Bridge Road), corridor operational and/or geometric improvements along preserved two-lane collector roadways (Sargent Road, Boles Road, Rogers Bridge Road, and Barnwell Road), and intersection improvements large and small at numerous key intersections in Johns Creek. Although Old Alabama Road is technically a minor arterial, corridor operational and/or geometric improvements only are proposed along the portion between Jones Bridge Road and Buice Road. An additional recommendation seeks opportunities to foster increased local roadway connectivity through new and/or improved connecting roadways, if and when area development and/or redevelopment makes such improvements feasible.

Table T-2
Recommended Johns Creek Transportation Master Plan Improvements

Proj. ID # ¹	Policies, Strategies and Projects	Recommended Implementation (ST, MT, LT) ²
Policy 1: Facilitate safe and efficient movement of traffic along key corridors to minimize congestion		
Strategy A: Improve connectivity to reduce congestion at critical intersections as development/redevelopment occurs		
A1	Develop increased connectivity (inter-parcel and backside access) in vicinity of Medlock Bridge Rd at State Bridge Rd intersection, Jones Bridge Rd at State Bridge Rd intersection, Jones Bridge Rd at Kimball Bridge Rd/ Abbotts Bridge Rd/Sargent Rd intersection, Old Alabama Rd/Haynes Bridge Rd/ Nesbit Ferry Rd intersection, and in undeveloped area between Bell Rd/Boles Rd and McGinnis Ferry Rd	Ongoing
A2	Require new commercial development/redevelopment to provide inter-parcel and backside access to include pedestrian and bicycle connections, and encourage retrofit in existing developments	Ongoing
Strategy B: Provide necessary operation at key intersections to prevent bottlenecks from limiting overall capacity along roadways, including alternative intersection treatments where needed		
B1	Design and construct intersection improvement at Jones Bridge Rd at Waters Rd	ST
B2	Design and construct intersection improvement at Jones Bridge Rd at Buice Rd	ST
B3	Design and construct intersection improvement at Jones Bridge Rd at Morton Rd	ST
B4	Design and construct intersection improvement at Boles Rd at Bell Rd	ST
B5	Design and construct intersection improvement at Bell Rd at Rogers Bridge Rd (including undeveloped portion of Rogers Bridge Rd)	ST
B6	Develop concept design considering innovative intersection configurations at Medlock Bridge Rd at State Bridge Rd intersection and explore new roadway connections to improvement operations and movements between Medlock Bridge Rd, State Bridge Rd and Old Alabama Rd	ST
B7	Final design and construct innovative intersection improvement at Medlock Bridge Rd at State Bridge Rd intersection	MT / LT
B8	ROW and construct intersection improvement at Medlock Bridge Rd at Abbotts Bridge Rd	ST
B9	Develop concept design considering innovative intersection configurations at Medlock Bridge Rd at Abbotts Bridge Rd intersection	ST
B10	Final design and construct innovative intersection improvement at Medlock Bridge Rd at Abbotts Bridge Rd intersection	MT / LT
B11	Develop concept design considering innovative intersection configurations at State Bridge Rd at Kimball Bridge Rd intersection	ST
B12	Final design and construct innovative intersection improvement at State Bridge Rd at Kimball Bridge Rd intersection	MT / LT
B13	Implement intersection operational improvement at Old Alabama Rd at Jones Bridge Rd	ST
B14	Implement intersection operational improvement at Old Alabama Rd at Haynes Bridge Rd	ST
B15	Develop concept design considering innovative intersection configurations at State Bridge Rd at Jones Bridge Rd intersection	ST
B16	Final design and construct innovative intersection improvement at State Bridge Rd at Jones Bridge Rd intersection	MT / LT
B17	Develop concept design for considering innovative intersection configurations at Jones Bridge Rd at Abbotts Bridge Rd intersection	ST

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2 - ST=short term (2009-2013), MT=mid term (2014-2020), LT=long term (2021-2030).

Table T-2
Recommended Johns Creek Transportation Master Plan Improvements

Proj. ID # ¹	Policies, Strategies and Projects	Recommended Implementation (ST, MT, LT) ²
B18	Final design and construct innovative intersection improvement at Jones Bridge Rd at Abbotts Bridge Rd intersection	MT / LT
B19	Study McGinnis Ferry Rd corridor to determine further operational improvements needed following completion of the current widening project, in coordination with Forsyth County	ST
B20	Develop concept design considering innovative intersection configurations at Medlock Bridge Rd at Old Alabama Rd intersection	MT
B21	Final design and construct innovative intersection improvement at Medlock Bridge Rd at Old Alabama Rd intersection	LT
B22	Design and construct intersection improvement at Jones Bridge Rd at Taylor Rd	MT
B23	Design and construct intersection improvement at Jones Bridge Rd at Sargent Rd/Douglas Rd	MT
B24	Design and construct intersection improvement at Holcomb Bridge Rd at Barnwell Rd	MT
B25	Design and construct intersection improvement at Old Alabama Rd at Nesbit Ferry Rd	MT
B26	Design and construct intersection improvement at Medlock Bridge Rd at Medlock Crossing Pkwy	MT
B27	Design and construct intersection improvement at Medlock Bridge Rd at Parsons Rd	MT
B28	Design and construct intersection improvements at additional locations to be determined through later study	LT
Strategy C: Develop multi-modal circulation and loading area plans for all schools to reduce school related congestion		
C1	Develop Safe Routes to School plan including traffic circulation, pedestrian and bicycle travel modes	ST
C2	Implement Safe Routes to School campaign in coordination with schools and community	ST / MT
Policy 2: Apply innovative approaches and technologies to improve mobility, safety and environmental quality		
Strategy D: Utilize access management techniques to increase mobility, safety and interconnectivity		
D1	Establish access management standards, based on roadway functional classification and surrounding land uses, for future development and retrofit as appropriate (access management standards developed in Transportation Master Plan refined and applied to individual corridors through development of corridor management plans)	ST
D2	Implement access management plans along key arterial corridors and collector roadways (includes staff coordination with developers, enforcement of development regulations, and identification of future projects for City/State participation)	Ongoing
Strategy E: Continue development and application of Intelligent Transportation System (ITS) and incident management technology		
E1	Construct Traffic Control Center (TCC) for monitoring of traffic conditions and signal systems	ST
E2	Prepare traffic monitoring and incident response plan to facilitate mobility and incident management (along with other ITS technologies, as appropriate)	ST
E3	Install camera monitoring and implement incident response procedures along major corridors to facilitate mobility and incident management (along with other ITS technologies, as appropriate)	MT

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Table T-2
Recommended Johns Creek Transportation Master Plan Improvements

Proj. ID # ¹	Policies, Strategies and Projects	Recommended Implementation (ST, MT, LT) ²
E4	Prepare comprehensive ATMS (Advanced Traffic Management Systems) Integration Plan	MT
Strategy F: Promote state-of-the-art signal system technology		
F1	Perform regular signal system maintenance and retiming (retiming and major signal maintenance for each signal every 5 years; 65 signals)	Ongoing
F2	Implement traffic responsive/traffic adaptive signal timing along Medlock Bridge Rd, State Bridge Rd, Jones Bridge Rd, and Old Alabama Rd	MT
Strategy G: Promote travel demand management (TDM) strategies to reduce trips		
G1	Establish TDM program to facilitate/ promote carpool/vanpool opportunities, teleworking and mixed use development	ST
G2	Require TDM plans from all developers submitting DRIs for development in Johns Creek	Ongoing
Strategy H: Encourage increased mixed-use development/redevelopment		
H1	Work with developers to promote Comprehensive Plan land use recommendations and encourage mixed use development in compatible character areas	Ongoing
Strategy I: Facilitate public-private funding partnerships for improvements		
I1	Coordinate with neighborhoods and developers to examine private funding opportunities for construction of improvements for mutual benefit	Ongoing
I2	Coordinate with GDOT and surrounding jurisdictions to establish working group to investigate public-private partnerships for improvements along principal arterials	MT
Strategy J: Coordinate with state, regional, and local agencies responsible for environmental compliance and guidelines		
J1	Provide regular coordination with environmental compliance agencies and local environmental groups	Ongoing
J2	Review development regulations related to noise and impervious surface compliance and update to minimize impact of parking and circulation on community	Ongoing
Policy 3: Enhance capacity along key corridors while preserving the existing character of the two-lane residential roads in Johns Creek		
Strategy K: Enhance roadway capacity along high demand corridors		
K1	ROW for Old Alabama Rd widening from Holcomb Bridge Rd to Jones Bridge Rd	ST
K2	Design and construct Old Alabama Rd improvements from Nesbit Ferry Rd to Jones Bridge Rd	ST
K3	ROW and construct Old Alabama Rd widening from Buice Rd to Medlock Bridge Rd	ST
K4	Construct McGinnis Ferry Rd widening at Chattahoochee River	ST
K5	Design and ROW for McGinnis Ferry Rd widening from Union Hill Rd to Sargent Rd	ST
K6	Construct McGinnis Ferry Rd widening from Union Hill Rd to Sargent Rd	MT / LT
K7	Study Medlock Bridge Rd corridor to evaluate capacity options, in coordination with Forsyth and Gwinnett counties	ST

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Table T-2
Recommended Johns Creek Transportation Master Plan Improvements

Proj. ID # ¹	Policies, Strategies and Projects	Recommended Implementation (ST, MT, LT) ²
K8	Study Haynes Bridge Rd between Old Alabama Rd and City limit to evaluate potential for additional capacity within existing ROW	ST
K9	Design and construct Haynes Bridge Rd capacity improvements from Old Alabama Rd to City limit	MT
K10	Study Medlock Bridge Rd between Old Alabama Rd and State Bridge Rd to evaluate potential for additional capacity within existing ROW	ST
K11	Design and construct Medlock Bridge Rd capacity improvements from Old Alabama Rd to State Bridge Rd	MT
K12	Develop concept design for capacity and/or operational improvements along Abbotts Bridge Rd	ST
K13	Final design and construct capacity and/or operational improvements along Abbotts Bridge Rd	MT / LT
K14	Widen Kimball Bridge Rd/Abbotts Bridge Rd to 4 lanes from State Bridge Rd to Parsons Rd (west)	MT
K15	Widen Abbotts Bridge Rd to 4 lanes from Parsons Rd (east) to Peachtree Industrial Blvd	MT
K16	Explore opportunities for multi-modal river crossing, in coordination with Gwinnett County and City of Duluth	ST
K17	Prepare design and widen Jones Bridge Rd to 4 lanes from Old Alabama Rd to Douglas Rd	LT
K18	Prepare design and widen Haynes Bridge Rd to 4 lanes from Old Alabama Rd to City limit in coordination with City of Alpharetta	LT
K19	Support regional efforts for future widening of McGinnis Ferry Rd to 6 lanes along entire northern City boundary	LT
Strategy L: Improve two-lane roads for efficient operations and safety		
L1	Study corridors to identify where turn lanes are beneficial along Barnwell Rd, Bell Rd/Boles Rd, Sargent Rd, and Parsons Rd	ST
L2	Design and ROW along Barnwell Rd corridor to provide turn lanes and improve sight distance	ST
L3	Design and ROW along Bell Rd/Boles Rd corridor to provide turn lanes and improve sight distance	ST
L4	Design and ROW along Sargent Rd corridor to provide turn lanes and improve sight distance	ST
L5	ROW for Old Alabama Rd improvements from Jones Bridge Rd to Buice Rd	ST
L6	Construct Old Alabama Rd improvements from Jones Bridge Rd to Buice Rd	MT
L7	Prepare design and improve Rogers Bridge Rd from McGinnis Ferry Rd to Bell Rd	MT
Strategy M: Preserve current transportation investment through effective maintenance of transportation system		
M1	Maintain travel demand model	Ongoing
M2	Perform traffic volume counts on an annual basis	Ongoing
M3	Perform repaving/reconstruction to bring all roadways up to PCI index of above 70	ST
M4	Create Major Thoroughfare Plan to indicate existing and future ROW recommendations	ST

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Table T-2
Recommended Johns Creek Transportation Master Plan Improvements

Proj. ID # ¹	Policies, Strategies and Projects	Recommended Implementation (ST, MT, LT) ²
M5	Identify intersection operations and minor geometric improvement needs not included in work program	ST
M6	Implement intersection operations and minor geometric improvements	ST
M7	Identify bridge conditions and establish maintenance program	ST
M8	Implement bridge maintenance program (assumes replacement of 10 bridges 40 or more years old in first 10 years and major maintenance of 20 bridges over 20 years)	Ongoing
M9	Create median beautification program for Medlock Bridge Rd, State Bridge Rd, and McGinnis Ferry Rd	ST
M10	Implement median beautification program for Medlock Bridge Rd, State Bridge Rd, and McGinnis Ferry Rd (18 miles)	ST
M11	Create storm drain maintenance program	ST
M12	Implement storm drain maintenance program	ST
M13	Maintain sidewalks (assumes major maintenance of all sidewalk every 20 years)	Ongoing
Strategy N: Manage speed as appropriate to functional classification and adjacent land uses		
N1	Establish neighborhood traffic management program and procedures for neighborhoods to request speed control studies and mitigation measures	Ongoing
N2	Establish speed by functional classification with maximum speed limit of 45 mph within city	Ongoing
N3	Require new development to build using design practices to limit speed	Ongoing
Policy 4: Connect the sidewalk and multi-use trail network to allow safe pedestrian and bicycle travel throughout Johns Creek		
Strategy O: Provide sidewalk and multi-use trail improvements to facilitate pedestrian and bicycle access within 1/2-mile of all schools, libraries, parks and Chattahoochee River public use areas		
O1	Complete sidewalk network along all collector and arterial roads within 1/2 mile of schools, libraries and parks, as well as along local streets providing direct access to schools, libraries and parks (emphasis should first be placed on one side of 2-lane roads and both sides of 4-lane roads)	ST
O2	Construct Johns Creek Greenway-Segment 1	ST
O3	Design and construct Johns Creek Greenway-Segment 2	ST
Strategy P: Connect sidewalk network to provide continuous sidewalk along all arterial and collector roads		
P1	Develop and maintain prioritization scheme for completing sidewalk network/gaps that considers roadway functional classification, adjacent community facilities, need along only one side or both sides of roadway, degree of existing safety deficiencies, evidence of existing demand, and citizen requests	Ongoing
P2	Complete sidewalks along both sides of McGinnis Ferry Rd from Sargent Rd to Chattahoochee River in conjunction with ongoing roadway widening project	Ongoing
P3	Provide pedestrian and bicycle only connections between adjacent neighborhoods	MT

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Table T-2
Recommended Johns Creek Transportation Master Plan Improvements

Proj. ID # ¹	Policies, Strategies and Projects	Recommended Implementation (ST, MT, LT) ²
P4	Complete sidewalk network in conjunction with roadway improvements: Jones Bridge Rd, Old Alabama Rd, Medlock Bridge Rd, Parsons Rd, Barnwell Rd, Rogers Bridge Rd, McGinnis Ferry Rd, other roadways as necessary	MT
P5	Complete sidewalk network along roads outside the 1/2-mile vicinity of schools, libraries and parks, and along corridors not planned for roadway improvements	LT
Strategy Q: Create multi-use trail network based on adopted Multi-Use Trail Plan to include connections to adjacent jurisdictions' facilities and the Chattahoochee River		
Q1	Examine roadway access and parking to community parks and trails as developed	Ongoing
Q2	Develop multi-use trail map and program including landscaping and parking/trailheads	ST
Q3	Implement multi-use trail map and program by installing multi-use trails and parking/trailheads based on results	ST / MT
Q4	Create database of remnant pieces from GDOT and Fulton County for potential green space	ST
Q5	Encourage neighborhood connections to greenway along upper Johns Creek and other locations as developed	MT
Q6	Construct grade separated pedestrian crossings between quadrants in activity areas and for key crossings of major roads: State Bridge Rd/Medlock Bridge Rd (elementary school, new high school, large commercial developments); Newtown area (Newtown Park, Mt. Pisgah Christian, Holy Redeemer)	LT
Strategy R: Establish pedestrian and bicycle friendly policies and standards		
R1	Develop neighborhood infrastructure program for signalization, resurfacing, sidewalk, drainage, and pedestrian/bicycle connection to facilities	ST
R2	Implement neighborhood infrastructure program annually for signalization, resurfacing, sidewalk, drainage, and pedestrian/bicycle connection to facilities	ST / MT / LT
R3	Establish pedestrian and bicycle friendly policies, including: require private commercial developments to provide bicycle racks/parking; require public walkways or trails through large private development or redevelopment areas; consider use of pervious surfaces for off-road trail construction; require sidewalks on at least one side of the road in all future developments (including local streets); encourage coordination with bicycle/pedestrian advocacy groups regarding facilities and funding	Ongoing
R4	Coordinate with property owners in activity centers to allow people to park once in these areas: Medlock Bridge/State Bridge area; Autrey Mill/Spruill Library/Autrey Mill MS area; Newtown Park and Old Alabama/Haynes Bridge/Nesbit Ferry area; Webb Bridge Park/Lake Windward ES/Fulton-Ocee Library area; State Bridge/Kimball Bridge and Ocee Park/Ocee ES area	Ongoing
Policy 5: Explore public transportation options for Johns Creek commuter travel to the Atlanta core, Hartsfield Jackson Airport, and surrounding communities		
Strategy S: Support GRTA, MARTA and GDOT efforts related to express transit service and commuter rail		
S1	Study Medlock Bridge Rd corridor to identify location of potential park and ride lots for secure overnight parking	ST
S2	Work with GRTA and MARTA to match service (to/from Johns Creek) and additional stops (within Johns Creek) and destinations (Buckhead, Midtown, etc.) as demand warrants; consider commute needs of both residents and workers (reverse commuters); investigate opportunities for express bus connections to MARTA rail facilities	Ongoing

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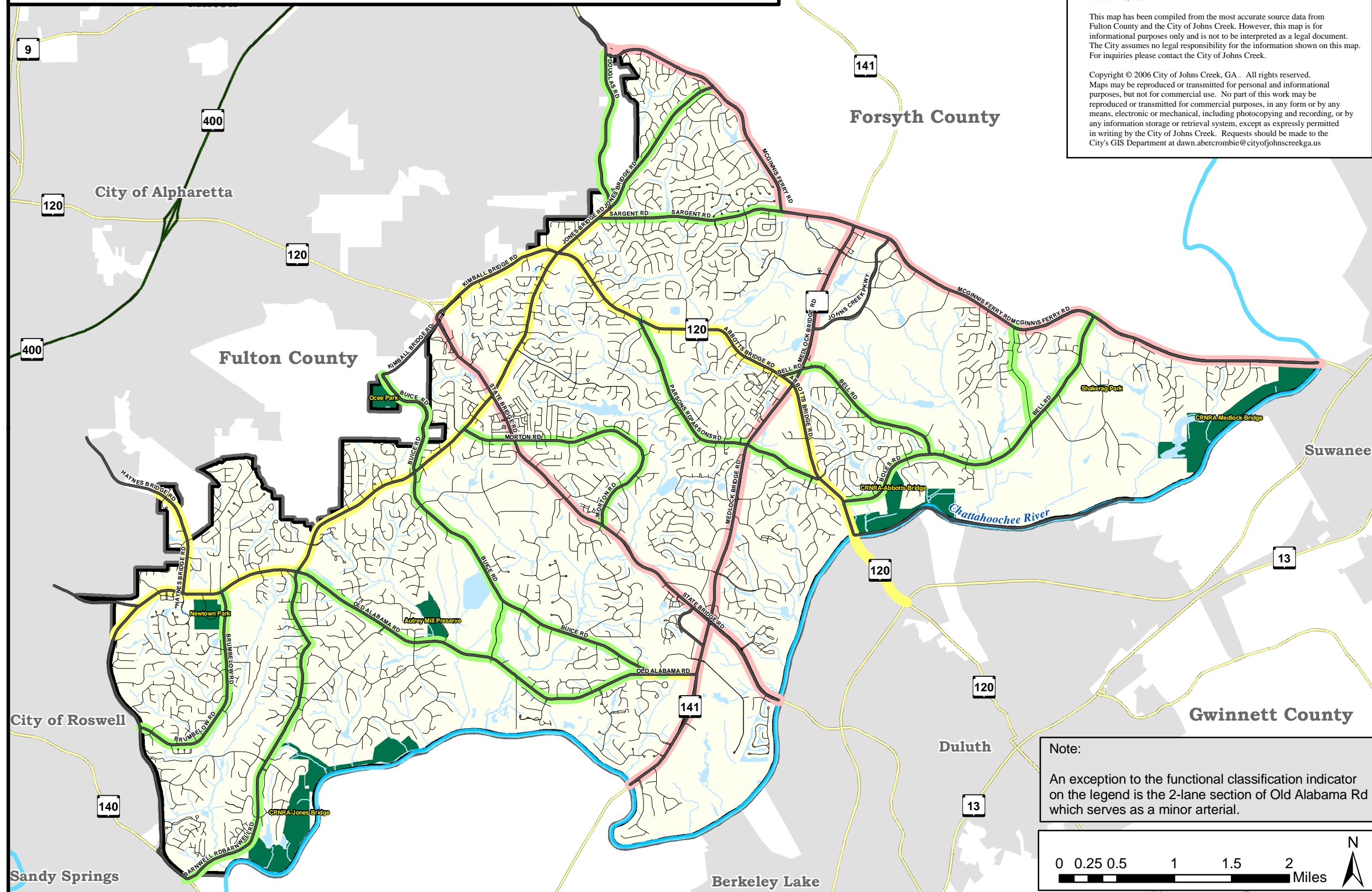
Table T-2
Recommended Johns Creek Transportation Master Plan Improvements

Proj. ID # ¹	Policies, Strategies and Projects	Recommended Implementation (ST, MT, LT) ²
Strategy T: Support regional bus rapid transit (BRT) initiatives to connect Johns Creek to surrounding communities via State Bridge Road		
T1	Work with GRTA, MARTA and adjacent jurisdictions toward establishing interim express bus service to Alpharetta and Duluth	Ongoing
T2	Support regional efforts for transit enhanced corridor (BRT) along State Bridge Rd from Alpharetta to Duluth	LT
Strategy U: Provide adequate, safe and secure parking to support multi-modal and transit services		
U1	Coordinate for police monitoring of GRTA park and ride lots during bus activity times and throughout day	Ongoing
U2	Identify park and ride lot for secured night parking and coordinate with GRTA to provide enhanced lighting and police or security patrols for secure overnight parking	Ongoing
Policy 6: Whenever possible, interconnectivity should be encouraged		
Strategy V: Promote continuation and extension of street system and bicycle/pedestrian network		
V1	Include the provision to continue streets to edge of property line for future connection to adjacent property ("stubbed" streets) and minimize dead-end streets, cul-de-sacs and gating	Ongoing
V2	Provide connections from cul-de-sacs to abutting roadways for pedestrians and bicycles	Ongoing
V3	Require design of cul-de-sac or right-of-way to terminate at adjacent property line to enable future removal and extension of roadway into adjacent property	Ongoing
Strategy W: Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system		
W1	To preserve connectivity yet discourage residential through traffic, consider use of modified grids, circuitous through streets and curvilinear street designs	Ongoing
W2	Interconnect neighborhoods with dedicated pedestrian and bicycle easements for direct connections to neighborhood stores, schools, community facilities, transit and other neighborhoods	Ongoing
W3	Encourage subdivision design that provides bicycle and pedestrian connections to adjacent neighborhoods, schools, commercial developments and community facilities without requiring access to major thoroughfares	Ongoing

1 - Project ID # is for reference only and does not reflect project prioritization or preference.

2 - ST=short term (2009-2013), MT=mid term (2014-2020), LT=long term (2021-2030).

2030 Recommended Functional Classification



Regional Inset

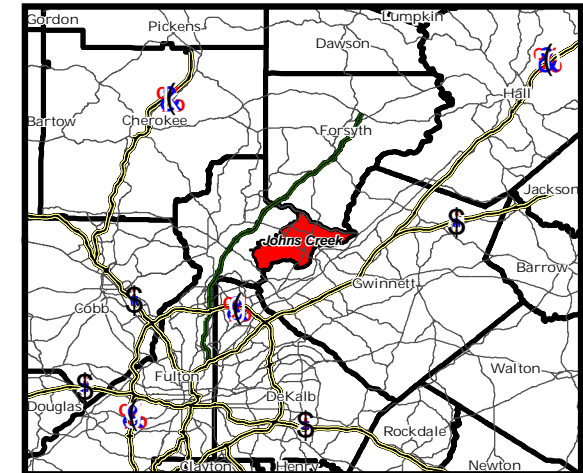


Figure T-4

Legend

2030 Recommended Functional Classification and Roadway Network

- Principal Arterial - 4 or More Through Lanes
- Minor Arterial - 4 Through Lanes With Turn Lanes
- Collector - Preserve 2 Through Lanes With Turn Lanes

Johns Creek Road Network

- Major Road
- Local Road

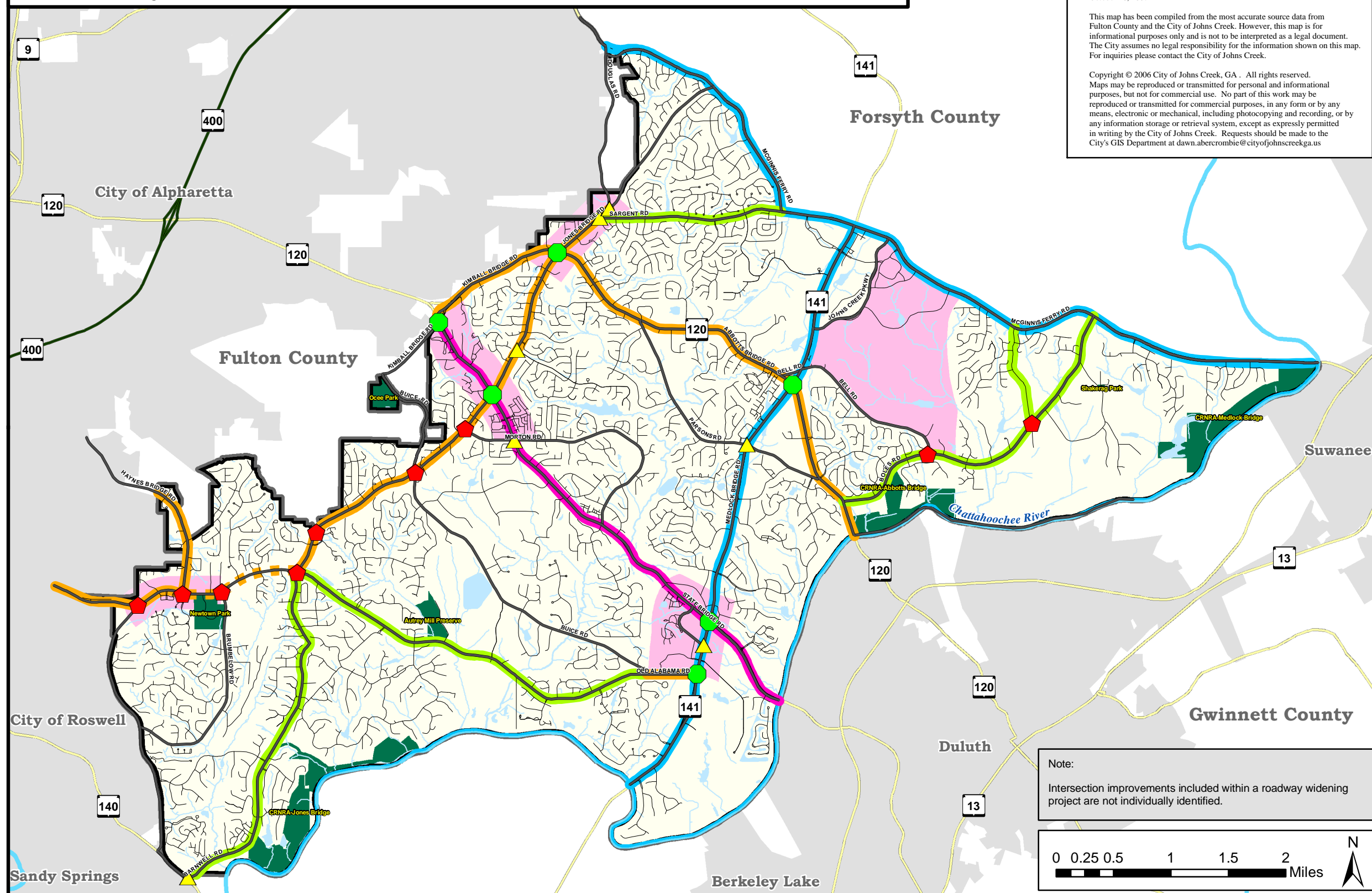
Other Layers

- Other State Highway / U.S. Highway
- Chattahoochee River
- Parks
- Lakes / Ponds / Streams
- Johns Creek City Limits
- Other City Limits
- County Boundary

Source: City of Johns Creek, Fulton Co., Jacobs

This map is intended for planning purposes only.

Roadway Corridor and Intersection Recommendations



Regional Inset

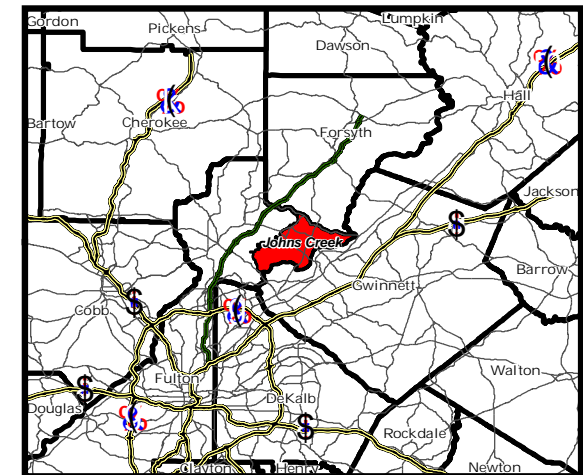


Figure T-5

Legend

2030 Intersection Improvement Projects*

- Non-Traditional Intersection Improvement (Including Consideration of Grade Separation)
- ⬠ Intersection Improvement (Short Term Work Program)
- ▲ Intersection Improvement (Mid and Long Term)

2030 Recommended Roadway Improvements

- Support Regional Efforts for Future Widening - 6 Lanes
- Transit Enhanced Corridor to Support Regional Bus Rapid Transit (BRT)
- Widening to 4 Through Lanes
- Improve 4 Lane Road
- Corridor Operational Improvements - Maintain 2 Through Lanes
- Foster Increased Local Roadway Connectivity

Johns Creek Road Network

- Major Road
- Local Road

Other Layers

- Other State Highway / U.S. Highway
- Chattahoochee River
- Parks
- Johns Creek City Limits
- Other City Limits

Source: City of Johns Creek, Fulton Co., Jacobs

This map is intended for planning purposes only.

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Larger scale, non-traditional intersection improvements are proposed for six key locations in Johns Creek: Medlock Bridge Road at Old Alabama Road, State Bridge Road and Abbotts Bridge Road; Jones Bridge Road at State Bridge Road and Abbotts Bridge Road; and State Bridge Road at Kimball Bridge Road. These intersections currently experience high levels of congestion, particularly during the morning and afternoon peak periods, due to the significant traffic volumes they service. At the intersections formed when two major arterials cross, poor traffic operations result in long intersection delays, which then extend along the roadway corridors and spread traffic congestion. In view of the large volumes of traffic traveling through these intersections now and into the future, consideration should be given to various non-traditional intersection improvements geared towards improving efficiency for serving heavy conflicting traffic flows. Although specific studies would be required to determine the most appropriate concept for a particular intersection given factors such as traffic volumes and adjacent land uses, alternatives which might be considered could include various forms of grade separated intersection design.

Some corridors within Johns Creek currently have sections with nearly continuous acceleration and deceleration lanes. Addition of capacity along these corridors may be facilitated by linking these sections to provide a continuous travel lane, reducing some costs for roadway widening. However, when such improvements occur along the ARC-defined "regionally significant" roadway network of arterials and major collectors carrying longer distance trips, they must first be part of the RTP and analyzed along with other capacity improvements for air quality conformity.

PEDESTRIAN, BICYCLE AND MULTI-USE TRAIL IMPROVEMENTS

The residents of Johns Creek have expressed overwhelming interest in the inclusion of pedestrian and bicycle facilities in the overall transportation network. Today, sidewalks can be found in numerous locations scattered throughout the city. However, as they are mainly localized and do not connect together to form a continuous city-wide network, increased pedestrian use is not facilitated. Bicycle lanes currently exist along Medlock Bridge Road and the portion of Jones Bridge Road between Weathervane Drive and Douglas Road. In addition, multi-use trail suitable for pedestrians, bicyclists, skaters and other non-motorized modes is in place along State Bridge Road and portions of Rogers Bridge Road and Bell Road.

From a transportation perspective, future efforts should encourage network connectivity between roadways and pedestrian/bicycle facilities. To encourage walking or cycling as opposed to driving for shorter trips, pedestrian and bicycle facilities need to be in good condition, accessible, aesthetically pleasing and safe. In addition, continued development and expansion of the pedestrian and bicycle system to provide better connectivity to activity nodes will encourage use of these facilities for functional trips. It is important that the emerging greenway system also be connected to the roadway and pedestrian/bicycle network, with provision of both access and adjacent parking facilities also considered. Although the implementation process can take many years, the ultimate goal is to achieve a complete and interconnected pedestrian and bicycle network throughout Johns Creek.

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Figure T-6 illustrates the recommended future pedestrian, bicycle and multi-use trail network, along with related recommendations from the Green Plan portion of the Community Agenda. For pedestrian facilities, priority would be placed first on filling short gaps in existing sidewalk along key corridors, as well as providing sidewalk along collector and arterial roadways within a half-mile of schools, parks and libraries. In the longer term, sidewalks would exist along all roadways classified as collectors or arterials, with emphasis first placed on one side of two-lane roads and both sides of four-lane roads. Similarly, pedestrian/bicycle only connections enabling direct access between residential neighborhoods and nearby schools are recommended, with longer term connections to other neighborhoods, community facilities and activity/commercial nodes.

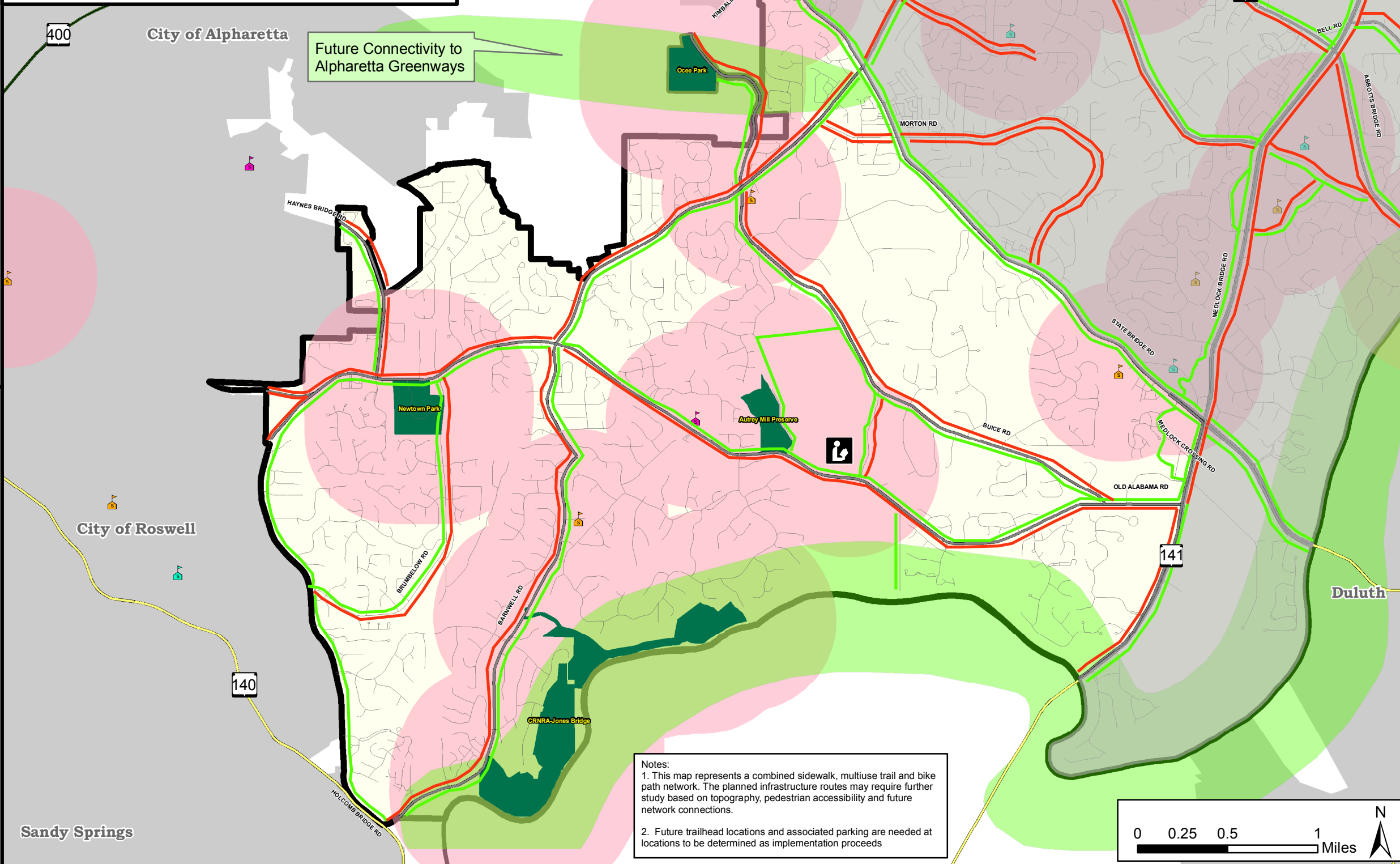
The community facilities used to define priority areas for sidewalk and/or trails include schools, libraries and parks. These facilities were selected because they typically generate pedestrian/bicycle traffic to and from residential areas, potentially reducing traffic on nearby roads. In addition, activity nodes that may provide significant pedestrian/bicycle traffic between other uses were also identified. While other community facilities such as places of worship, smaller commercial areas and government offices also draw pedestrian and bicycle traffic, they tend to do so to a lesser degree and were therefore prioritized lower. Nevertheless, the Transportation Master Plan ultimately recommends an extensive, interconnected network facilitating pedestrian and bicycle travel to destinations throughout the city.

Given the level of financial investment required, prioritization of pedestrian and bicycle improvements and a phased implementation approach are essential. Sidewalks to be completed as part of either a short term or longer term roadway project should be identified as such in the implementation program. Additionally, in locations where sidewalk coverage is limited yet both pedestrian and bicycle facilities are desired, a multi-use trail facility should be considered preferable due to its applicability to pedestrians, bicyclists and skaters alike. Furthermore, some neighborhoods may desire to financially support the retrofit of sidewalks into existing subdivisions through public-private partnerships with the City.

The increase in fuel prices has sparked interest throughout the US in alternatively fueled vehicles. One such vehicle, the golf cart, is locally prevalent and typically electrically powered. Although they can be operated in a fuel efficient manner, golf carts have different operating characteristics than either automobiles or pedestrians/bicycles. Prior to allowing golf cart usage, the following comments should be considered:

- Although they have similar operating characteristics to cars, golf carts are not crash tested or outfitted with safety features. Operation on roads with automobiles could potentially result in crashes with far more severe injuries than would be experienced if both vehicles were automobiles.
- Golf carts require more width than bicycles and travel faster than pedestrians, making their operation on multi-use paths more likely to result in conflicts between golf carts and other travel modes.
- Peachtree City is an example of a community with a successful golf cart program. It should be noted that, from inception, the multi-use paths in Peachtree City were specifically built to accommodate golf carts. Additionally, many of the internal trails have minimal intersecting driveways.
- One reason for providing multi-use trails is to promote walking and bicycling for exercise and health benefits. Inclusion of golf carts will reduce the number of active users along multi-use trails.

Future Sidewalk and Trail Network - Sub-Area 1



Regional Inset

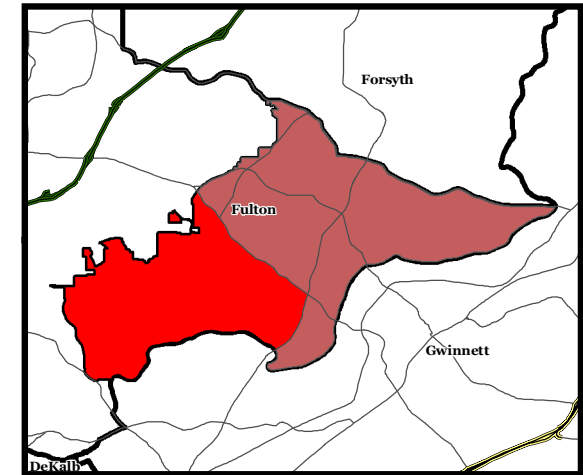







Figure 6A

Legend



Pedestrian Trip Generators

-  Elementary School
-  Middle School
-  High School
-  1/2 Mile Buffer (Radius) Of Pedestrian Trip Generators
-  Green Plan Recommendations


Sidewalk / Multiuse Trail

-  Future Sidewalk
-  Future Multiuse Trail

Road Layers

-  Arterial/Collector
-  Local Road

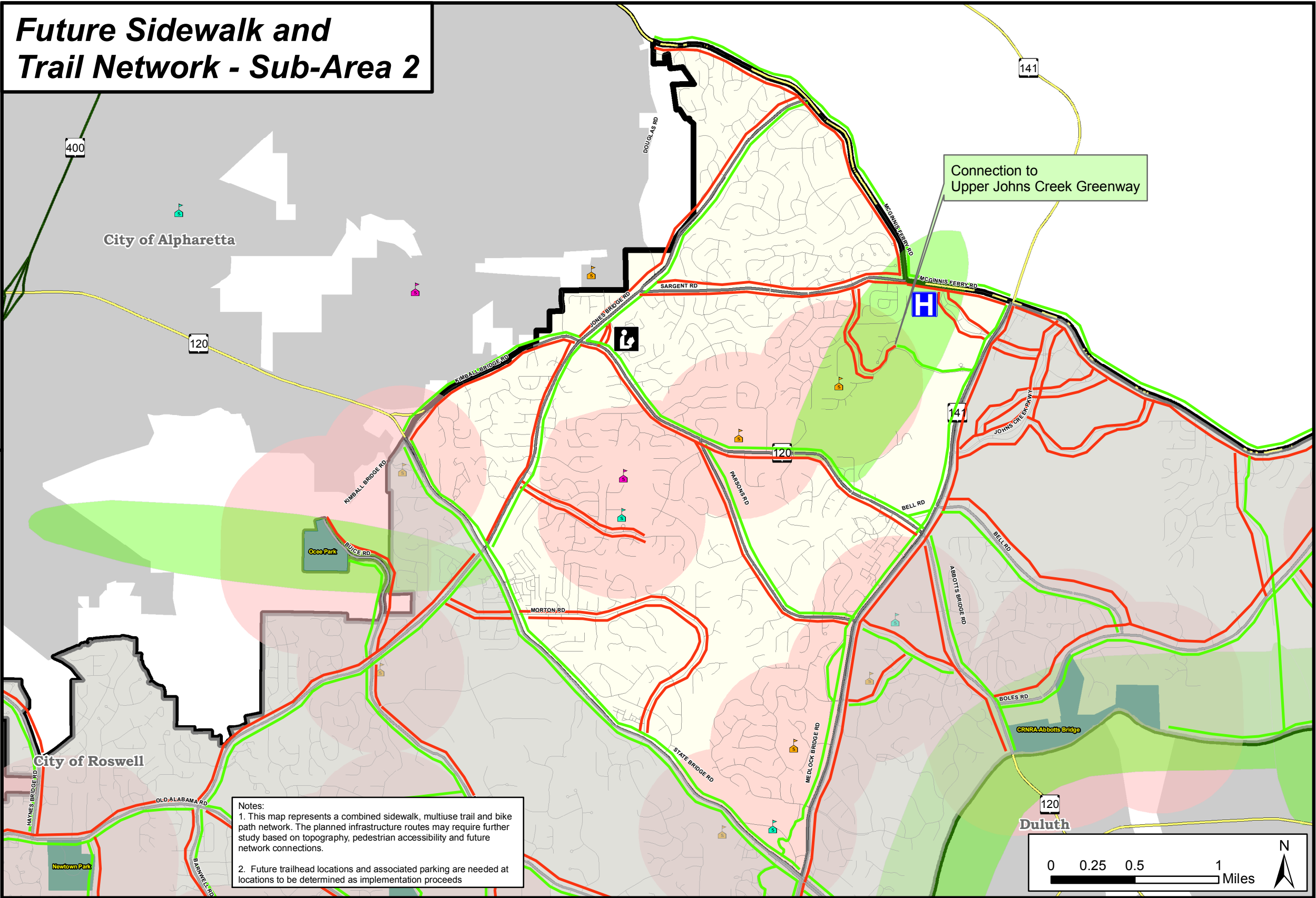
Other Layers

-  Other State Highway / U.S. Highway
-  Parks
-  Johns Creek City Limits
-  Other City Limits
-  County Boundary
-  Public Library

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.

Future Sidewalk and Trail Network - Sub-Area 2



Regional Inset

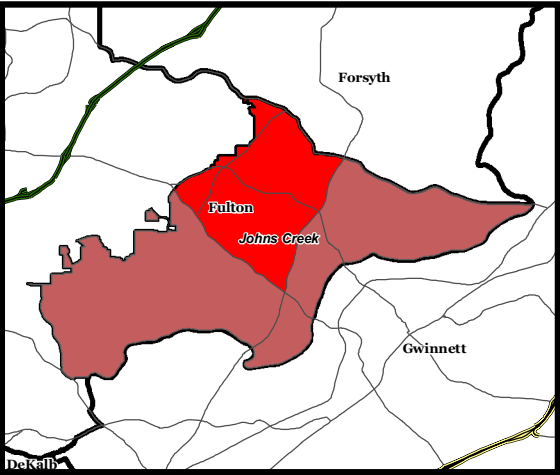


Figure 6B

Legend

Pedestrian Trip Generators

- Elementary School
- Middle School
- High School
- 1/2 Mile Buffer (Radius) Of Pedestrian Trip Generators
- Green Plan Recommendations

Sidewalk / Multiuse Trail

- Future Sidewalk
- Future Multiuse Trail

Road Layers

- Arterial/Collector
- Local Road

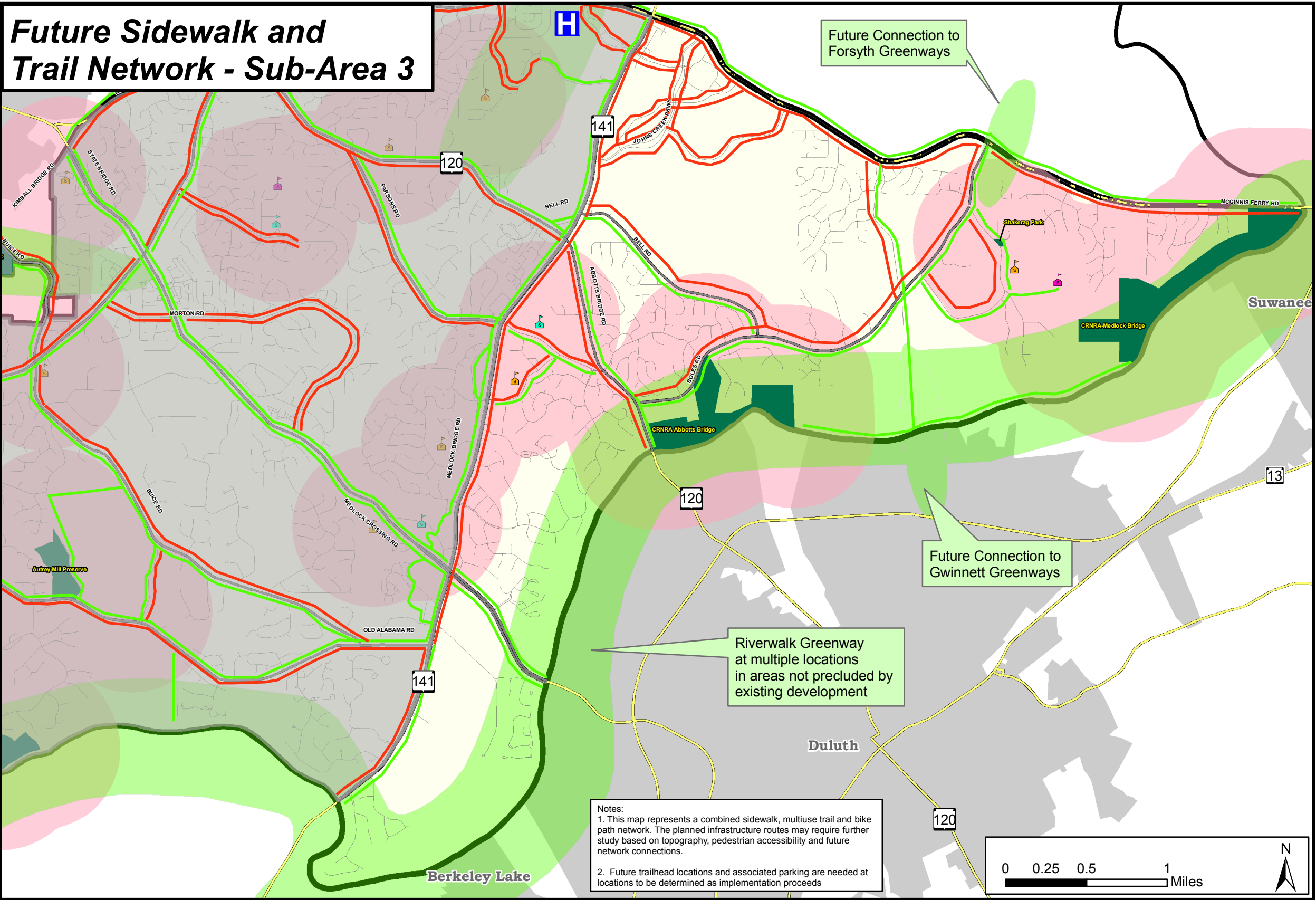
Other Layers

- Other State Highway / U.S. Highway
- Parks
- Johns Creek City Limits
- County Boundary
- Public Library
- Hospital

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.

Future Sidewalk and Trail Network - Sub-Area 3



Regional Inset

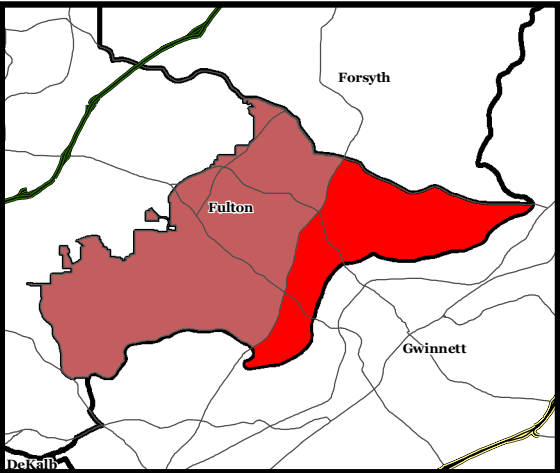


Figure 6C

Legend

Pedestrian Trip Generators

- Elementary School
- Middle School
- High School
- 1/2 Mile Buffer (Radius) Of Pedestrian Trip Generators
- Green Plan Recommendations

Sidewalk / Multiuse Trail

- Future Sidewalk
- Future Multiuse Trail

Road Layers

- Arterial/Collector
- Local Road

Other Layers

- Other State Highway / U.S. Highway
- Parks
- Johns Creek City Limits
- Other City Limits
- County Boundary
- Hospital

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.

TRANSIT IMPROVEMENTS

Throughout the Transportation Master Plan development process, a wide array of comments were received related to transit and the potential for its expansion within Johns Creek. Currently, the Transportation Master Plan provides recommendations to support regional efforts related to express transit services (including bus rapid transit) and commuter rail initiatives. In addition to supporting regional efforts for an enhanced transit corridor along State Bridge Road, Johns Creek will work with GRTA and MARTA to match services to/from Johns Creek with additional stops within Johns Creek and/or additional destinations such as Buckhead and Midtown as demand warrants. The provision of additional park and ride facilities offering secure overnight parking to support express bus services along the Medlock Bridge Road corridor is also included.

Several other transit services that offer a particularly local focus were mentioned during public workshops and open houses, and include activity center shuttles, “borrow cars” and personal rapid transit. Activity center shuttles, like traditional local transit services, require a high population and/or employment density, as well as funding sources capable of supporting the significant capital and operating costs associated with the service. Similarly high population and employment densities are also typical of successful “borrow car” programs. Current socioeconomic projections through year 2030 do not indicate the likelihood of Johns Creek attaining density levels to make such services feasible. There may, however, be pockets of higher density, likely resulting from increased mixed-use redevelopment in the Medlock Bridge Road at State Bridge Road, State Bridge Road at Jones Bridge Road, and Johns Creek Technology Park activity areas. The concentrations of population and destinations at these locations may make study such services feasible in the future, by the City and/or another entity such as a future Community Improvement District (CID) or Transportation Management Association (TMA). Although the extremely high price tag of constructing a personal rapid transit system in an already developed area similar to Johns Creek or the Atlanta Region makes its implementation unlikely over the coming few decades, opportunities to participate in a pilot study or program should continue to be investigated should sufficient interest exist.

PROGRAM RECOMMENDATIONS

In addition to specific one-time project recommendations, improvements to the transportation system can be successfully effected over time through the establishment and implementation of ongoing programs. While some programs are continual, hands-on efforts undertaken by City engineering staff and technicians, others require initial staff efforts to establish standards, procedures and guidelines which are then implemented appropriately as associated needs and issues arise. Transportation programs recommended for continual implementation by the City include:

- *Signal installation and timing*
- *Intersection improvement*
- *Intelligent Transportation Systems (ITS)*
- *Access management*
- *Bridge maintenance*

- Safe Routes to School (SRTS)
- Travel Demand Management (TDM)
- Road resurfacing
- Neighborhood traffic management

Signal Installation and Timing

Traffic signal coordination and timing plays a significant role in congestion mitigation. Well timed and coordinated signals distribute traffic through key intersections at optimal intervals to reduce congestion and gridlock. Due to rapidly changing travel patterns, particularly in high growth areas, it is important that traffic signal timings be actively monitored and updated regularly to reflect traffic conditions. Additionally, optimized timings can result in the effective increase of capacity along a corridor, thereby providing a low cost, short term alternative to costly, long term roadway widening projects.

GDOT is currently performing signal timing throughout the Atlanta area as a part of its Metro Atlanta Signal Timing project. This effort has upgraded vehicle detection and implemented revised signal timing along Medlock Bridge Road, improving operations and reducing delay along those corridors. The City is working in coordination with Gwinnett County to implement the same program along State Bridge Road.

Proposed program recommendations call for signal system retiming and major maintenance for each signal every five years. In addition, a traffic responsive/traffic adaptive signal timing system is proposed along the key arterial corridors crossing the city, including Medlock Bridge Road, State Bridge Road and McGinnis Ferry Road. This system uses inputs from a series of vehicle detectors to dynamically adjust signal timing parameters based on actual traffic conditions. The result is reduced delay and fewer stops compared to traditional coordinated signal systems.

Intersection Improvement

In addition to the specific intersection improvement projects proposed within the recommendations, changing traffic and development conditions often result in intersection operations and/or minor geometric improvement needs at additional locations. These could include the need for additional turning lanes and/or left turn signals. This program will enable the City to set aside funds in advance to address minor needs as they arise.

Intelligent Transportation Systems (ITS)

The movement of people, goods, and vehicles is dependent on how effectively the roadway system is managed and operated. One way to use existing infrastructure more efficiently is to implement Intelligent Transportation Systems (ITS). ITS provides a wide range of strategies and technologies to make transportation systems safer and more efficient, thus reducing the need to build additional facilities. GDOT and Fulton County had a variety of ITS technologies in place within the City of Johns Creek, including:

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- *Communications fiber along Medlock Bridge Road, State Bridge Road, and a limited portion of Jones Bridge Road*
- *Radio locations along a portion of Old Alabama Road*
- *Non-operational CCTV (closed circuit television) cameras along Medlock Bridge Road*
- *Signal communications planned along McGinnis Ferry Road, Abbotts Bridge Road and Jones Bridge Road*

A variety of ITS improvements are recommended in the Transportation Master Plan to complete the ITS infrastructure. These recommendations include:

- *Construction of a Traffic Control Center (TCC) for monitoring traffic conditions and signal systems*
- *Preparation of a traffic monitoring and incident response plan*
- *Preparation of a comprehensive ATMS (Advanced Traffic Management System) Integration Plan to account for all existing and planned technologies*

Access Management

Access management focuses on the process of balancing access to property with the desire to preserve efficient through-movement. It can both combine and reduce access points along major roadways, while at the same time encouraging complete circulation systems. The result is a more efficient and safer thoroughfare system that is both more attractive and a more pleasant traveling experience. Though especially important for roadways classified as arterials, access management techniques can be applied throughout the roadway network.

As development increases along a roadway, effective systems should manage street access to increase public safety, extend the life of the roadway, reduce congestion, support alternative modes of transportation, and improve roadway character. With the absence of access management, roadways can deteriorate functionally and aesthetically, as well as affect social, economic, physical, and environmental characteristics. Some benefits offered by implementation of effective access management along major arterial corridors are:

- *Reduced vehicular accidents*
- *Fewer pedestrian and cyclist collisions*
- *Increased roadway efficiency*
- *More attractive commercial development*
- *Minimized dispersion of higher traffic volumes on adjacent lower class streets*
- *Decreased commute times, fuel consumption, emissions, and paved surfaces*

To maintain mobility and safety, establishing standards and design policies to govern speed and access management are encouraged. It is crucial that speed limits be established in accordance with a roadway's functional classification, physical conditions and traffic congestion levels. A maximum speed limit of 45 miles per hour (mph) is recommended along arterials within Johns Creek. Local streets and many collector

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roadways would be lower still. Access management policies provide guidance on functional classification designation, sight distance requirements, turning radii, driveway location and spacing, median openings, and authority for further restrictions. In combination with this effort, access management plans should be implemented along all key arterial corridors and collector roadways within Johns Creek, particularly Medlock Bridge Road, State Bridge Road, Old Alabama Road, Abbotts Bridge Road, Jones Bridge Road and McGinnis Ferry Road. As the level of traffic intensifies in the future, access management will be an increasingly important tool to preserve citywide mobility.

Bridge Maintenance

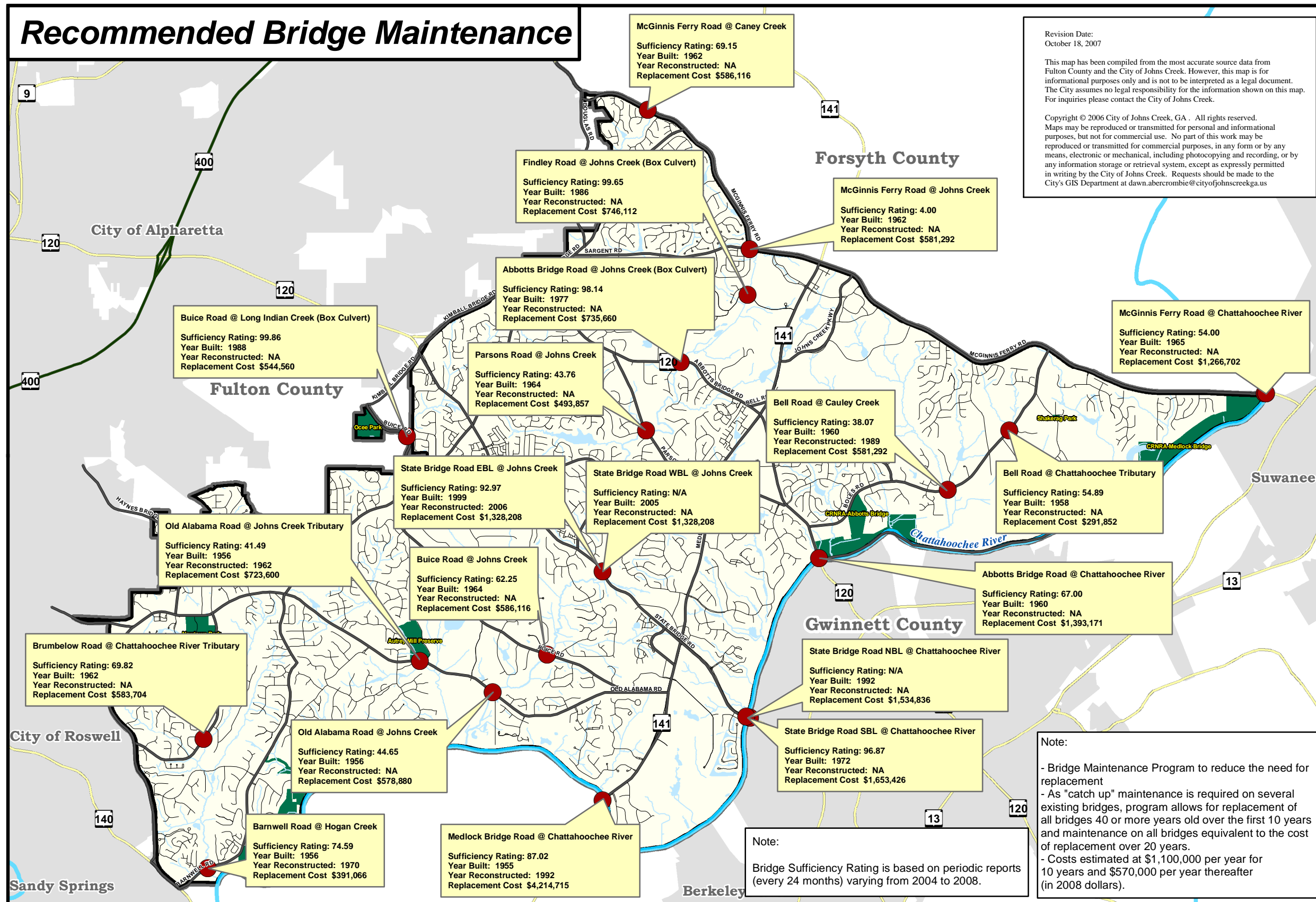
The City of Johns Creek contains 20 bridges within and along its borders, including 12 within the City limits, 3 on state routes, and 5 bridges along jurisdictional boundaries. **Figure T-7** identifies the 20 bridges within and along the boundaries of Johns Creek, along with the sufficiency rating, date built, year last reconstructed (if applicable), and estimated replacement cost. Many of the City owned bridges have load limits due to structural insufficiency.

The most efficient way to preserve the current transportation investment is through effective maintenance of the system. Particularly with respect to bridges, maintenance reduces the need for costly and disruptive replacement. A key recommendation of the Transportation Master Plan is to identify bridge conditions and establish a bridge maintenance program that would perform major maintenance or replacement of each bridge. The City of Johns Creek has begun steps to replace older bridges, with replacement programmed for the Bell Road at Cauley Creek and Parsons Road at Johns Creek bridges. In addition, the bridges along Old Alabama Road at Johns Creek and Johns Creek Tributary are scheduled for replacement as a part of the Old Alabama Road improvement project, and the bridge near McGinnis Ferry Road and Sargent Road is being replaced as part of the widening project underway. As catch-up maintenance is required on several existing bridges, the recommended bridge maintenance program would allow replacement of all bridges 40 or more years old over the first 10 years, at an estimated total cost of \$5,700,000, and maintenance on all bridges equivalent to the cost of replacement over 20 years. The need for bridge replacement versus major refurbishment would be based on sufficiency ratings and costs for various improvement concepts.

Safe Routes to School (SRTS)

The goal of the Safe Routes to School (SRTS) program is to promote safe walking and bicycling to and from school for elementary and middle school children. Not only does it encourage healthier and more active lifestyles in children, but it also provides a means of combating traffic congestion, fuel consumption and air pollution near schools. Georgia's SRTS program incorporates "the 5 E's"—education, encouragement, enforcement, engineering and evaluation—and is divided into two components, infrastructure and non-infrastructure. Infrastructure projects could include sidewalk and crossing improvements, traffic calming or bicycle facilities, while non-infrastructure programs include those to encourage walking/biking, educate the community and enforce traffic laws. The Georgia DOT expects approximately \$16.8 million in federal funding between 2005 and 2009 for SRTS programs. Other funding sources towards SRTS improvements could include philanthropic, health and safety, and other nontraditional organizations/programs.

Recommended Bridge Maintenance



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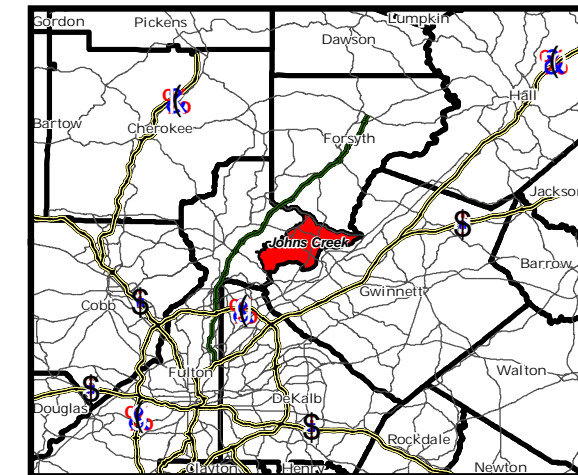


Figure T-7

Legend

Bridge Maintenance Evaluation

- Bridge Location

Johns Creek Road Network

- Collector and Above Roadways
- Local Streets

Other Layers

- Other State Highway / U.S. Highway
- Chattahoochee River
- Parks
- Lakes / Ponds / Streams
- Johns Creek City Limits
- Other City Limits
- County Boundary

0 0.2 0.4 0.8 1.2 1.6 Miles

Source: ARC, Fulton County and Jacobs

This map is intended for planning purposes only.

It is important to note that the most critical element required for the success of any SRTS program is coordination with, and ongoing commitment by, parents and schools. Initial efforts must be undertaken to ensure the active and continued support and participation of parents and school administrators in the development and long-term nurturing of the SRTS program. Once this solid foundation has been laid, the next step is to create a Safe Routes to School Plan based on the 5 E's. In addition to guiding implementation of the SRTS program into the future, the plan is required by Georgia's SRTS program for funding eligibility. Once a plan is in place, efforts can get underway to fund and implement the improvements identified in the plan. Plan elements include:

- *Establish an SRTS coalition to include school representatives and parents*
- *Gather data, develop goals to guide the program, and identify issues related to walking/biking to school*
- *Create potential solutions to issues, such as:*
 - *Participation in "Walk/Bike to School Days" with parents, teachers and law enforcement*
 - *Development of school specific route maps for walking/biking*
 - *Creation of "Frequent Walker/Biker" programs*
 - *Installation of bike racks at schools*
 - *Physical improvements such as sidewalk/trail projects*
- *Prioritize preferred solutions into an action plan*

The SRTS program complements several key transportation goals of Johns Creek. First, it assists in reducing traffic congestion, particularly during the morning peak period, by removing short, home-to-school vehicle trips from the major thoroughfares. Because Johns Creek has limited connectivity on the local street network, many short trips to school from nearby neighborhoods have no choice but to access the congested major roadways. Additionally, pedestrian and bicycle improvements incorporated into each school's SRTS plan will serve to further the pedestrian and bicycle network expansion efforts proposed in the Transportation Master Plan.

Implementation of the SRTS program in Johns Creek should focus initially on middle schools, followed by elementary schools. Due to their age—old enough to travel to school and around the vicinity of their neighborhood alone yet not old enough to drive—middle school students would be likely to take full advantage of and benefit from such improvements.

Transportation Demand Management (TDM)

Transportation Demand Management (TDM) refers to a series of strategies that increase transportation system efficiency by lessening the number of vehicles using the transportation network, particularly roadways that are already strained beyond their capacity. TDM tactics include programs to increase usage of travel modes other than single occupant vehicles, employer-based programs such as flex-time or telecommuting, carpools, vanpools, and economic incentives. TDM strategies are often successfully implemented in activity centers with a high density of employment or commercial land uses.

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Future traffic conditions and the impossibility of adding enough roadway capacity to fully accommodate vehicle demand during peak periods indicate the need for TDM strategies within areas of Johns Creek. Employer-based TDM programs, implemented in coordination with the Clean Air Commission and similar organizations, will be increasingly important, as will individual conservation measures. Currently operating regional car and vanpool ridematching programs are especially appropriate for people living in lower-density areas where regular transit service is not viable.

Successful TDM programs across the region could serve as an important resource for Johns Creek. Future considerations pertaining to TDM could include exploring the feasibility of forming a new Transportation Management Association (TMA) to encompass the Johns Creek Technology Park area, among others. Additionally, the City should consider requiring future large land development projects to complete TDM type plans intended to reduce travel demand generated by the new development and identify strategies beyond infrastructure improvements. Mixed-use development patterns should also be encouraged within appropriate locations, such as activity nodes along Medlock Bridge Road, State Bridge Road and the Johns Creek Technology Park area, to reduce automobile travel trip demand as well as vehicle miles traveled by improving the balance between employment, housing, recreational, commercial, and other activities.

Road Resurfacing

The City currently has an overall Pavement Condition Index (PCI) rating of 58. It is recommended the City establish a road resurfacing program to expedite roadway repaving and/or reconstruction in order to attain an overall PCI rating greater than 70. Although the City has shown its commitment to maintaining roadway conditions through recent budget allocations of \$1-2 million, funding demands have not enabled the City to provide the estimated \$3 million per year required to reach the citywide PCI goal of 70. As funding falls short of needs, roadway conditions will continue to degrade. The result is that it takes longer and costs more for the City to reach the PCI goal of 70.

Neighborhood Traffic Management

To ensure the safety of transportation system users and Johns Creek residents, it is important that traffic be managed as appropriate to the roadway's functional classification and adjacent land uses. To date, Johns Creek's development pattern has resulted in a minimal number of residential streets that provide for connections between major thoroughfares. However, those connecting roadways that do exist can experience a significant amount of cut-through travel, often at speeds in excess of the limit.

Establishment of a neighborhood traffic management program is recommended to address a variety of neighborhood traffic concerns, including traffic volumes, excessive speeds, stop sign compliance, cut-through traffic and neighborhood congestion. The program would provide procedures for neighborhoods to request specialized traffic studies and mitigation measures. Additionally, new developments should be required to build using design practices that limit speed, cut-through traffic and other associated neighborhood traffic concerns. Another recommendation involves coordination between the City, neighborhoods and developers to examine private funding opportunities and public-private partnerships for construction of improvements for mutual benefit.

LEVEL OF SERVICE (LOS) STANDARD

Roadway level of service (LOS) is typically defined in terms of the ratio of volume demand to available capacity (v/c), with LOS A being the best possible and LOS F representing failure. In urbanized areas, LOS D is a typical goal for the upper limit of acceptable LOS. However, in growing suburban areas of major metropolitan regions such as Atlanta, it is often not possible to achieve LOS D with 20-year future traffic forecasts. Over the coming two decades, Johns Creek is forecast to absorb significant growth, including 24,250 in additional population and 24,600 in additional employment. This growth drives traffic demand.

In the case of Johns Creek, regional traffic movements passing through the city account for a large portion of the volume on several key corridors. Unlike some cities in the region, Johns Creek does not have major freeway and transit facilities to handle longer trips. Additionally, Johns Creek has very limited connectivity along long roads to provide relief by enabling short, local trips to avoid use of major thoroughfares. Trends indicate that as capacity is expanded on key regional facilities, they will in turn draw more regional traffic flow. Thus, if Johns Creek provides significantly greater traffic infrastructure than surrounding areas, it will accommodate an increasing percentage of regional through traffic. Solutions to accommodate regional traffic flows require strategies beyond those that can be implemented in Johns Creek alone, such as regional transit strategies or major regional roadway capacity projects.

Due to these reasons, the capacity standard established for Johns Creek is recommended to be the overall LOS experienced citywide today. The ARC travel demand model indicates Johns Creek currently experiences a system-wide v/c of 1.05, which is slightly greater than the LOS F threshold (capacity equal to demand) of 1.0. Accounting for anticipated future growth in the city and surrounding areas, this overall v/c will increase to 1.29 in year 2030 without improvements. However, the model indicates that implementation of the improvements identified in the recommended long range program of projects results in a system-wide v/c of 1.01, just over the LOS F threshold system-wide. In addition to allowing Johns Creek to achieve its roadway capacity standard, this v/c is slightly improved over today's level and represents a 40 percent reduction as compared to overall v/c without improvements.

INNOVATIVE CONCEPTS

A variety of concepts that enhance roadway efficiency and promote use of alternative travel modes were incorporated into the Transportation Master Plan recommendations. Such initiatives often afford the transportation system with increased efficiency and effectiveness without the substantial capital costs associated with many traditional congestion improvements. Examples include:

- *Non-traditional intersection improvements (including grade separation)*
- *Improved traffic signal timing*
- *ITS and ATMS for traffic monitoring, management and incident response*
- *Access management techniques along congested corridors*
- *Increased promotion of carpools/vanpools, teleworking, flex-time and other travel demand management (TDM) tools*

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- *Mixed use development/redevelopment at key activity nodes*
- *Public-private funding partnerships for improvements*

IMPLEMENTATION PLAN

The successful implementation of the transportation recommendations developed for the City of Johns Creek depends on numerous factors, some internal to Johns Creek and others outside the City's direct control. First, any projects receiving state or regional funding must be included in the regional TIP and RTP plans prepared by ARC. Another consideration for any transportation project within the Atlanta Region relates to air quality conformity. Due to the region's nonattainment status, any capacity-adding projects occurring on the "regionally significant" roadway network must be included in the RTP and modeled in ARC's travel demand model runs indicating conformity to air quality standards. The "regionally significant" network is defined by ARC and includes arterials and major collectors which carry longer distance trips. Since these trips have a larger impact on air quality, they are included in the regional travel demand model.

Roadway widening is one way to provide capacity along major roads. However, the intersection of major roads frequently limits the overall capacity of both roads. An example of this is the intersection of Medlock Bridge Road and State Bridge Road. Improvements to address high intersection volumes can include major intersection improvements and/or grade separation. In addition, strategies to move people around activity nodes and to adjacent neighborhoods without travel along main arterials positively impacts local trips.

Another consideration relates to functional classification. GDOT maintains a statewide functional classification system, which is also used by the Atlanta Region in programming projects. Similarly, Fulton County has a functional classification system, which differs slightly from GDOT's. General information on functional classification can be found in the Community Assessment documentation prepared earlier in the planning process. As part of the Transportation Master Plan effort, functional classification was examined to determine a system for the City of Johns Creek that would be compatible with the Comprehensive Plan community vision.

The proposed future functional classification system for the City of Johns Creek, shown previously in Figure T-4, identifies categories that focus on linking roadway classification to the number of lanes appropriate for a given roadway cross section. By using such a linkage, the functional classification system better responds to the community's desire to preserve the existing character of two-lane residential (collector) roadways. In contrast, some arterial corridors may be compatible to widening to four lanes to support larger traffic movements. For major regional corridors (identified as principal arterials), the number of lanes and/or usage for automobile or transit purposes should be most appropriately matched to regional traffic service needs. It should be noted that ARC is currently considering establishment of a regional functional classification system that would be used to allocate federal funds for projects within the Atlanta Region.

PRIORITIZATION AND PHASING

Two key factors among the various implementation considerations are project prioritization and identification of funding sources. A five-year (2009-2013) Short Term Work Program consisting of 57 projects/programs was developed as a part of the Community Agenda, and includes those projects considered to be of highest priority. The remaining projects/programs are recommended for mid-term (2014-2020) or long-term (2021-2030) implementation. Some recommendations are also considered to be ongoing efforts, conducted throughout the entire planning period to the horizon year of 2030.

Providing for safe movement of traffic to, through and within Johns Creek is of paramount importance. In addition, reducing traffic congestion to increase roadway efficiency and reduce air pollution is another key factor to be considered in the project selection process. City staff is continuing to examine the prioritization process and factors to more fully develop the final project phasing. Furthermore, ARC and GDOT have initiated discussions on establishing a common prioritization process, which would have implications for the City of Johns Creek when finalized. To meet budget constraints, the revised GDOT prioritization and funding process is expected to reduce the overall number of projects performed. In addition, the required local match is expected to increase significantly, making local project prioritization even more important.

In order to utilize City funds most effectively, focusing local funding on projects which primarily benefit traffic within Johns Creek is recommended, along with projects to increase efficiency along the primary arterials, such as signal timing and intersection improvements. Capacity projects along state routes, such as further widening of Medlock Bridge Road or McGinnis Ferry Road, will require regional coordination and funding.

POTENTIAL FUNDING STRATEGIES

Identifying and effectively utilizing available transportation funding is a crucial element in planning for and successfully implementing a transportation plan. A variety of funding sources are available; however, each has restrictions and implications. This is especially relevant since transportation funding from City sources is limited. Generally, funding is provided at the federal, state, and local levels. From these, the primary source for relatively more costly roadway, transit, bicycle and pedestrian projects is federal funding authorized by SAFETEA-LU (Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users). State funds are also an important component of transportation funding, particularly for capital projects. Lastly, a local "match" is usually required for transportation projects that are not on major state or federal routes. The percent contribution required varies by funding category, and matching funds for projects on the state system can be provided by GDOT. To implement proposed transportation improvements, Johns Creek will receive funds from many different sources and be required to pursue all available funding opportunities. Detailed descriptions of potential funding sources are provided in Supplement 1.

SUPPLEMENT 1 – POTENTIAL FUNDING SOURCES

FEDERAL FUNDS PROGRAMMED BY GDOT

National Highway System (NHS)

NHS provides funding for roads on the National Highway System, which includes roads deemed most important to interstate travel and national defense, roads connecting to other modes of transportation, or roads essential for inter-state and global commerce. These include the Interstate highway system and selected principal arterials. NHS funds can also be used, within NHS corridors, for activities such as transit, park and ride lots, and bicycle and pedestrian facilities. Up to 10 percent of a state's NHS apportionment may be dedicated to safety and traffic operations projects and financed 100 percent federally; the remaining NHS funds require a minimum 20 percent match.

Surface Transportation Program (STP)

STP provides funding for a wide variety of projects including highways, transit, and other modes such as bicycle and pedestrian facilities. STP funds can be used on any roadway classified above a local road or a rural minor collector. The STP funds require a minimum 20 percent match. Johns Creek is eligible for the following STP funds:

- STP Rural (<200K) – Funds for areas with a population under 200,000.
- STP Enhancement – A set-aside for transportation enhancement activities such as providing facilities for bicyclists and pedestrians, landscaping and historic preservation. A minimum of 10 percent of each state's overall STP allocation must be used for such projects. GDOT programs these funds on a statewide basis using a competitive submittal and evaluation process.
- STP Statewide – The primary STP category, these funds do not have any specific geographic or use restrictions beyond those applicable to the overall program.

Safe Routes to School (SRTS)

The Safe Routes to School program makes available federal funds for pedestrian and bicycle projects within two miles of a school. These funds are distributed through GDOT and are available for grades kindergarten through eight. Funding can be assigned to each individual school by following the program's two steps. First, the school must develop a plan which includes a program for promoting bicycling and walking and any proposed infrastructure projects. Funding is available for up to \$10,000 per school (up to \$100,000 per system) to develop these plans. The second step is to implement the plan. Safe Routes to School funding is also available for this step. Infrastructure projects, which can be sidewalks, bicycle lanes or crosswalks, have a funding limit of \$500,000 while non-infrastructure projects, which can include publicity programs, activities and indirect costs, have a funding limit of \$10,000. GDOT is developing specific guidelines for the program through a special Safe Routes to School Office, which will then issue a call for applications. The funding is limited to \$16 million through 2009; therefore, the application process will be highly competitive.

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Highway Bridge Replacement and Rehabilitation Program

This category provides funding for any public bridge replacement or rehabilitation. Included in this category are funds for both on- and off-Federal-aid system bridges.

FEDERAL FUNDS PROGRAMMED BY ARC

Surface Transportation Program (STP Urban)

This is the one subcategory of STP funds not allocated directly to GDOT for programming. As an MPO with a population over 200,000, ARC is entitled to program these funds to implement a wide variety of highway, transit, bicycle, pedestrian, transportation demand management and air quality projects, studies and programs. Funds for construction projects can be used on any roadway classified as a minor arterial or above. A minimum match of 20 percent is required.

Livable Centers Initiative (LCI)

Another program offered by ARC is the Livable Centers Initiative (LCI). The program, initiated in 2000, provides grants to local governments and non-profit organizations to prepare plans that link transportation improvements with land use strategies. Upon the program's extension in 2004, an total of \$5 million was approved for planning studies during the five-year period ending in 2009. In addition to the funding of planning studies, ARC set aside \$150 million for priority funding of transportation projects resulting from LCI studies. LCI grants are awarded on a competitive basis through ARC.

Congestion Mitigation and Air Quality (CMAQ) Improvement Program

The CMAQ program provides funding for projects contributing to attainment of national ambient air quality standards. Types of projects eligible for CMAQ funds include transit improvements, shared-ride services, traffic flow improvements, transportation demand management strategies, pedestrian and bicycle facilities and programs, and alternative fuel programs. Up to 10 percent of a state's CMAQ apportionment may be dedicated to safety and traffic operations projects and financed 100 percent federally; the remaining CMAQ funds require a minimum 20 percent match. CMAQ funds are programmed through a collaborative process which also involves the state CMAQ partners (GDOT, GRTA and Georgia EPD).

FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDING OPTIONS

Urbanized Area Formula Program: FTA Section 5307

Section 5307 provides funding for capital investment, operating and planning assistance within the urbanized area. MARTA is the designated recipient for the entire Atlanta region; funds are then sub-allocated to other transit service providers based on a process which reflects population by area and the amount of service being provided. Funds are programmed by the individual transit agencies. A match of 10 percent is required

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for expenditures related to Clean Air Act (CAA) and ADA compliance, or 20 percent for all other expenditures in this funding category.

Clean Fuels Formula Grant Program: FTA Section 5308

Section 5308 provides funding for the purchase of alternative fuel transit vehicles, the conversion of existing vehicles to alternative fuels, and the development of facilities to service clean fuel vehicles. Funds are allocated by FTA on a formula basis and programmed by the recipient transit agency. A minimum of 20 percent match is required.

New Starts Program: FTA Section 5309

Section 5309 provides funding for any new fixed guideway system which utilizes and occupies a separate right-of-way or rail line for the exclusive use of mass transportation and other high occupancy vehicles, or which uses a fixed centenary system and a right of way usable by other forms of transportation. This includes, but is not limited to, rapid rail, light rail, commuter rail, automated guideway transit, people movers, and exclusive facilities for buses (such as bus rapid transit) and other high occupancy vehicles. Funds are awarded by FTA through a competitive process to eligible transit agencies, and programmed by the recipient transit agency. According to a new federal regulation, the match required for transit New Starts funds will be 50 percent of the project cost.

Grants for Transportation for Elderly Persons and Persons with Disabilities: FTA Section 5310

These grants are discretionary funds to provide transit services for these population groups. Funds are awarded by FTA and programmed by the Georgia Department of Human Resources (DHR). A match of 10 percent is required for expenditures related to CAA and ADA compliance, or 20 percent for all other expenditures in this funding category.

Jobs Access and Reverse Commute: FTA Section 5316

Continued under SAFETEA-LU, JARC's purpose is to develop transportation services designed to transport welfare recipients and low income individuals to and from jobs and to develop transportation services for residents of urban centers and rural and suburban areas to suburban employment opportunities. Emphasis is placed on projects that use mass transportation services. Grants may finance capital projects and operating costs of equipment, facilities, and associated capital maintenance items related to providing access to jobs; promote use of transit by workers with nontraditional work schedules; promote use by appropriate agencies of transit vouchers for welfare recipients and eligible low income individuals; and promote use of employer-provided transportation including the transit pass benefit program.

New Freedom Program: FTA Section 5317

A new program of formula-based transit grants under SAFETEA-LU, the New Freedom Program is part of a larger, government-wide "New Freedom Initiative" that President Bush has been promoting since his first

presidential campaign. Formally established in 2001 through Presidential Executive Order, the New Freedom Initiative is a means to integrate persons with disabilities into the workforce, and into daily community life, through a variety of strategies carried out by the federal departments of Labor, Health and Human Services, Housing and Urban Development, Education, Justice, Veterans Affairs, and now Transportation. Grantees are selected competitively by the designated recipient, the states. FTA reserves 20 percent of the New Freedom Program funds to areas with populations of less than 50,000.

Growing States and High Density States: FTA Section 5340

Another new program of formula-based transit grants established by SAFETEA-LU, these funds are distributed into a single apportionment with the 5307 funds. Separate formulas are used to apportion Section 5307 and Section 5340 funds to urbanized areas. Under the 5340 formula, half of the funds are made available under the Growing States factors and are apportioned based on state population forecasts for 15 years beyond the most recent Census. Amounts apportioned for each state are then allocated to urbanized and rural areas based on the state's urban/rural population ratio. The High Density States factors distribute the other half of the funds to states with population densities greater than 370 people per square mile, with the funds apportioned only to urbanized areas within those states. The SAFETEA-LU Conference Report instructs FTA to merge the urbanized area amounts for the 5307 and 5340 formulas into a single apportionment when it publishes program apportionments. The distribution or sub-allocation of Sections 5307 and 5340 funds within an urbanized area is a local responsibility.

STATE OF GEORGIA FUNDS

Georgia Community Streetcar Development and Revitalization Act (SB 150)

This act provides for the creation of a program within the State Road and Tollway Authority (SRTA) to receive and distribute available federal grant funds for new streetcar projects.

Fast Forward Bond Program

A \$15.5 billion state transportation program announced by Governor Sonny Perdue in 2005, the core of the program is designed to relieve traffic congestion and consists of about \$4.5 billion of projects which will have their construction dates accelerated through the sale of bonds. The remainder is comprised of the regular work of GDOT. Potential projects in the Atlanta region were identified from ARC's 2030 Aspirations Plan and GDOT's regular Work Program. Those projects likely to have the greatest congestion relief benefit were selected for inclusion in a \$3 billion GARVEE (Grant Anticipation Revenue Vehicle) bond program, to be supplemented by up to an additional \$1.5 billion of GO (General Obligation) and GRB (Guaranteed Revenue Bond) bonds in the future. Projects for the GARVEE program were selected by consensus of GDOT, GRTA, ARC and SRTA, then forwarded to the Governor's office for approval. It is important to note that these bonds are not a new source of funding. The bonds act as new cash flow mechanisms allowing the state to borrow money to fund projects in the short term. These funds will be paid back over the long term from the same fund sources traditionally used to pay for transportation infrastructure.

Motor Fuel Funds

Georgia has only one dedicated source of funding for transportation improvements, the motor fuel tax. Further, by state Constitution, this funding source can only be used to build, improve and maintain roads and bridges. Georgia's motor fuel excise tax (7.5 cents per gallon and a 4 percent sales tax) ranks as one of the lowest in the United States.

Recreational Trails Program

Provides funds to develop and maintain recreational trails for motorized and non-motorized recreational trail users. Funds are programmed by the Georgia DNR.

LOCAL FUNDING OPTIONS

In addition to federal funding, requiring coordination with GDOT and ARC, local funding sources exist which allow cities to accomplish projects which are not eligible for federal or state funding or which must be accomplished before federal or state funding is available. Locally collected revenue sources used to fund transportation projects include those summarized below.

General Fund

This fund is based on the City's general tax revenue and is divided among all City services.

Impact Fees

A one-time fee charged in association with a new development designed to cover part of the cost of providing public facilities to support the development. The impact fee amount charged to a particular development must be directly tied to the amount of new infrastructure the development will require. The fee is applied via a fee schedule uses the number of daily trips for each land use type, based on information from *Trip Generation*, 7th Edition, by the Institute of Transportation Engineers (ITE). This document is the industry standard and authoritative source for trip generation information by land use. If an existing active land use is being removed to construct the new development, the fee amount that would be associated with the existing land use is subtracted from the fee amount for the new development. Thus, the fee represents the net increase in trips generated by the new development. If a developer has a large mixed-use development, they may wish to provide a traffic study supporting a reduced level of daily trip generation based on the combination of uses. Such a study would need to be consistent with mixed-use trip capture rates and methods indicated in *Trip Generation* and approved by City staff. Transportation impact fees cover system improvement needs. Developers would still be responsible for project related impacts, such as the need for turn lanes and traffic signals at site access points or other needs as defined by the City.

Community Improvement District (CID)

A strategy for funding infrastructure projects in a limited area at the discretion of existing property interests, CIDs are essentially self-taxing areas whose property owners organized to raise funds to improve property

values in the area. CIDs may organize to market an area, work to increase safety in that area, and collect and use funds for all types of transportation projects. CIDs are an innovative source of funding for transportation projects, but the scope of their activities is limited by property owner interests and a defined geographic area.

Tax Allocation Districts (TAD)

A TAD is a strategy for funding infrastructure projects in a limited area targeted for accelerated growth. Infrastructure projects are financed from the growth of property taxes based on new development and increased property values. Establishing a TAD and creating a plan for the district can spark redevelopment in the TAD area, which in turn serves to finance TAD bond funds. Funds can be spent on a number of projects in the TAD area, including transportation projects. Therefore, TAD planning promotes redevelopment while also helping to create a dedicated source of infrastructure funding for that area. New pedestrian and bicycle facilities and streetscapes are typical TAD projects, though TAD funds are often used for non-transportation infrastructure as well. TADs are an appropriate tool for financing some types of transportation projects, especially in connection with the denser redevelopment of a particular area such as an activity center.

Special Local Option Sales Tax (SPLOST)

A one-cent sales tax approved by voters, the money can be used for infrastructure development and maintenance but not operating costs. SPLOST referendums must have an associated time table. Fulton County is currently operating at the maximum level of local sales tax permitted. However, if future plans for regional transit funding replace the sales tax for MARTA service, this may provide the option for use of this funding source for transportation needs.

SUPPLEMENT 2 – LIST OF ACRONYMS

ADA – Americans with Disabilities Act	MARTA – Metropolitan Atlanta Rapid Transit Authority
ARC – Atlanta Regional Commission	MPO – Metropolitan Planning Organization
BRT – Bus Rapid Transit	NHS – National Highway System
CAA – Clean Air Act	PCI – Pavement Condition Index
CCTV – Closed Circuit Television	PE – Preliminary Engineering
CID – Community Improvement District	ROW – Right-of-way
CIP – Capital Improvement Program	RTAP – Regional Transit Action Plan
CMAQ – Congestion Mitigation and Air Quality	RTP – Regional Transportation Plan
CMP – Congestion Management Process	SAFETEA-LU – Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users
CST – Construction	SPLOST – Special Purpose Local Option Sales Tax
CTP – Comprehensive Transportation Plan	SRTA – State Road and Tollway Authority
DCA – Department of Community Affairs	SRTS – Safe Routes to School
DHR – Department of Human Resources	STIP – State Transportation Improvement Program
DNR – Department of Natural Resources	STP – Surface Transportation Program
EPD – Environmental Protection Division	STWP – Short Term Work Program
FHWA – Federal Highway Administration	TAD – Tax Allocation District
FTA – Federal Transit Administration	TAZ – Traffic Analysis Zone
GARVEE – Grant Anticipation Revenue Vehicle	TCC – Traffic Control Center
GDOT – Georgia Department of Transportation	TDM – Travel Demand Management
GO – General Obligation bonds	TIP – Transportation Improvement Program
GRB – Guaranteed Revenue Bonds	TMA – Transportation Management Association
GRTA – Georgia Regional Transportation Authority	TPB – Transit Planning Board
ITE – Institute of Transportation Engineers	UPWP – Unified Planning Work Program
ITS – Intelligent Transportation Systems	V/C – Volume to capacity ratio
JARC – Job Access and Reverse Commute	
LCI – Livable Centers Initiative	
LOS – Level of service	
LRT – Light Rail Transit	



Appendix C Green Plan



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INTRODUCTION

The citizens of northern Fulton County established the City of Johns Creek for a number of reasons. High on the list were needs for more parks, improved recreation facilities, and conservation of additional open space. The Community Assessment provided documentation of this shortfall. To summarize, in 2007 Johns Creek had 2.86 acres of parkland per 1,000 residents compared to the 1983 National Recreation and Park Association minimum standard of 6.5 to 10.25 acres per 1,000. In comparison, Fulton County, as a whole, has 7.46 acres per 1,000, and the 10-county metropolitan area has 7.40.

PUBLIC PARTICIPATION

The following Green Plan recommendations are based upon an extensive program of public participation. This program included three public meetings, one for each of the City's three planning sub-areas, a survey of community preferences for issues and major recreation facilities, a city-wide open house that shared a draft set of Green Plan recommendations, and five meetings of the Green Plan Sub-committee.

The community preference survey was distributed at the three sub-area meetings and the City's Web site. It yielded 94 responses, 63 from the community meetings and 31 from the Internet. (Complete survey results are available in Appendix A.) Earlier, the Green Plan sub-committee had identified a set of 12 potential issues and opportunities. Six of these issues were judged to be "very important" to a majority of the respondents, including the following (with the percentage judging the issue to be "very important" shown in parentheses):

- conservation of environmentally sensitive areas (69%),
- designation of parkland in future commercial developments and redevelopment (65%),
- emphasis on greenway safety, especially the crossing of busy streets (60%),
- focus on the quality of parks and recreation facilities rather than only the quantity (59%),
- availability of additional neighborhood parks (58%),
- better public access to and along the Chattahoochee River (56%).

The survey also addressed major recreation facilities. The most popular recreation facility, by far, was running/walking/jogging trails, with 76% of respondents judging them to be very important. Next in importance were soccer/lacrosse/football fields (47%), baseball/softball fields (45%), and picnic facilities (40%).

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Attendees at the three sub-area public meetings also participated in a mapping exercise that combined issues related to both land use and the Green Plan. Participants gathered around tables with large-format maps and identified areas they believed were important to either change or preserve. Areas to change were marked with orange stickers and areas to preserve with green stickers. A text comment for each sticker was also recorded. Over three meetings and ten tables (170 total comments) were recorded with 77 of those comments being relevant for the Green Plan. Figure 1 is a map showing the Green Plan comments. As noted in the legend, squares are suggestions for future parks, circles are areas recommended for conservation, and diamonds are possible greenway extensions. Appendix B contains images of the results of all 10 of the table exercises.

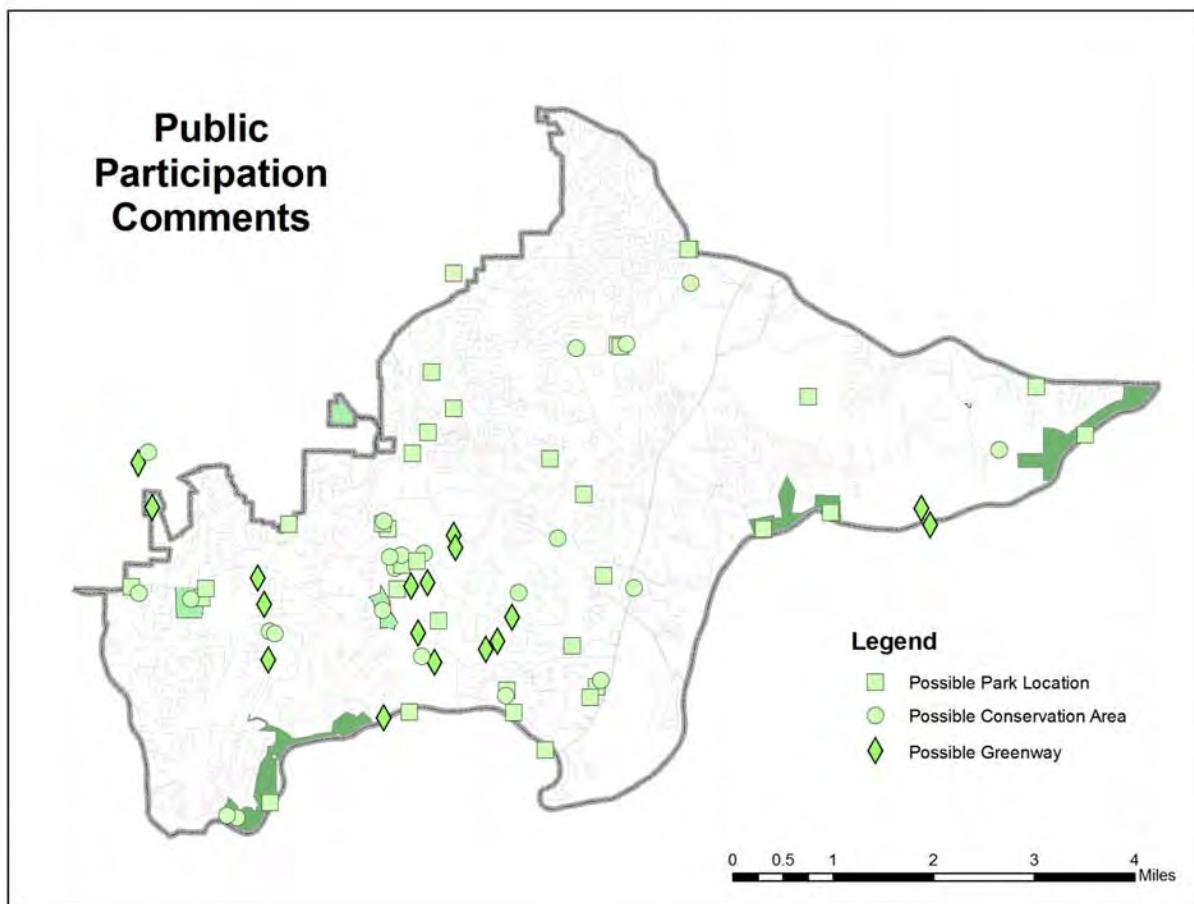


Figure 1: Public Participation Comments

GREEN PLAN POLICY RECOMMENDATIONS

The findings of the community survey and the comments from the mapping exercise were then shared with the Sub-committee resulting in a set of 20 policy recommendations. A number of these recommendations overlap with those of the transportation and land use components of the plan. Land conservation is both a land use issue and a Green Plan issue. Greenways are important for both transportation and recreation. Street beautification concerns all three areas: land use, transportation, and the Green Plan.

The recommendations are grouped into four sections: parks, recreation facilities, conservation, and greenways. The Sub-committee did not set priorities among these recommendation; all were deemed important to the future of the city. For convenience of discussion the recommendations are numbered, but, again, neither the numbers nor the order within sections denotes priorities.

Figure 2 shows the three planning subareas, while figures 3, 4, and 5 are generalized maps to depict the recommendations for the parks, conservation, and greenways, respectively. This Plan does not address individual pieces of property. The maps show general areas and they should not be interpreted as designating particular locations.

The greenway recommendations are for greenways that are primarily for recreational purposes. Greenways and trails are also part of an overall transportation system, and should also be integrated with plans for roads, mass-transit, and other modes of travel. The Green Plan, for this reason, does not provide recommendations for trails or greenways when their function is primarily one of transportation, and readers should see the transportation plan for further details.

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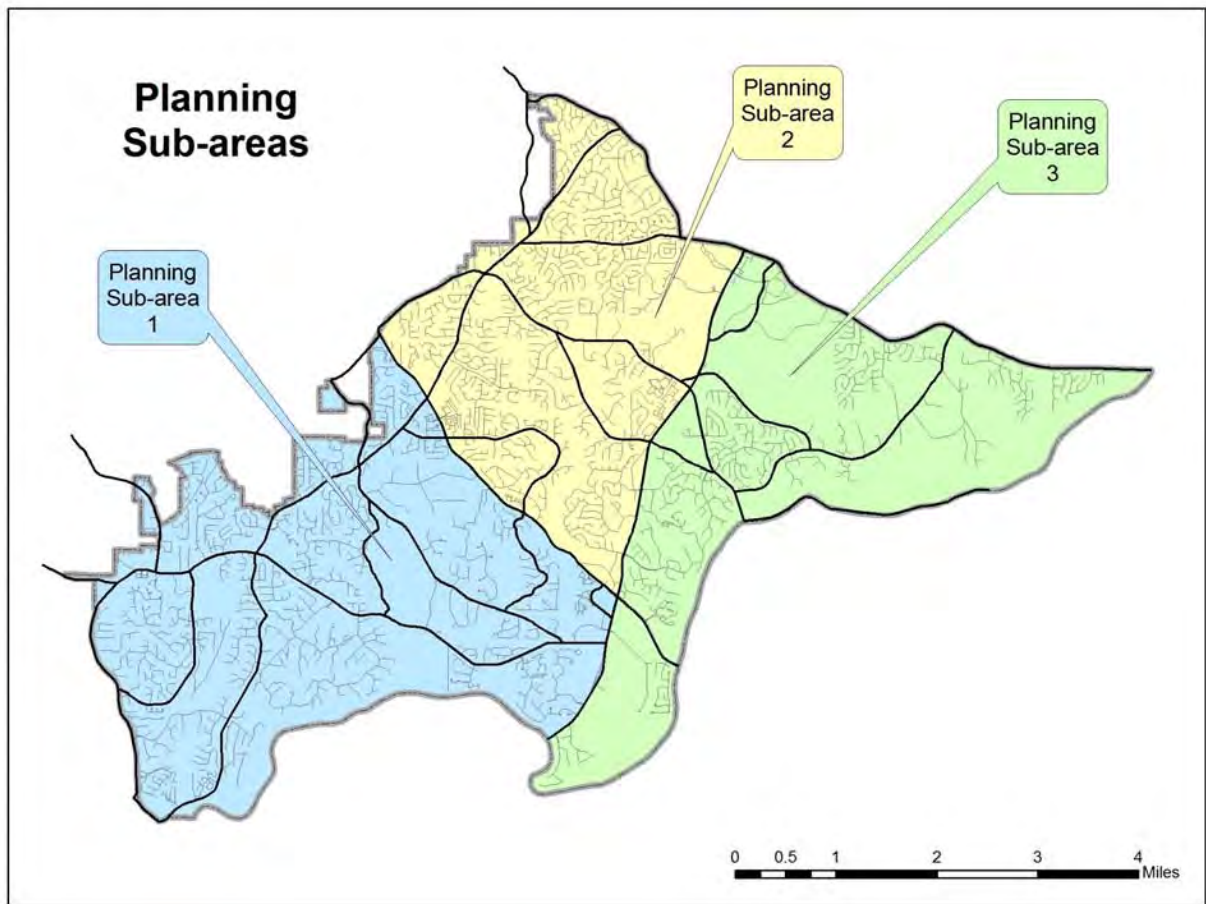


Figure 2: Planning Sub-areas

PARK RECOMMENDATIONS

1. **Establish three small, scenic parks with picnic areas on the Chattahoochee River to provide access to the river for people in all Planning Sub-Areas of the City.**

The Chattahoochee River is a wonderful regional and national resource. The citizens of Johns Creek currently have only limited access to the river. Three small riverfront parks with picnic areas will allow citizens of east, central, and west Johns Creek to have direct access to the river. These parks need not be large, but scenic value and accessibility should be major locational criteria. Sites within the 100-year floodplain are highly recommended since the parks can easily be closed during the rare flood, and the cost of land will be significantly lower if the land is not developable.

2. **Create one community park (of 25 acres or more) in Planning Sub-area 2 of the City, which has at present no city parks. Over the longer term, create a second community park located in Planning Sub-Area 2 of the city.**

The NRPA recommends a 2-mile service area for community parks (of 25 acres or more). GIS analysis shows that Planning Sub-Areas 1 and 3 of the city have access to current city parks, but people in the central section do not. Two new community parks will dramatically improve park access in Planning Sub-Area 2 of the city. In addition, the new parks will be at least partially accessible for people in Planning Sub-areas 1 and 3 of the city.

3. **Set a target to double the amount of parkland per 1,000 residents to 6.0 acres per 1,000.**

There was extensive discussing within Green Plan Sub-committee concerning an appropriate target for parkland. The 1983 NRPA guidelines recommend a minimum standard 6.5 to 10.25 acres of parks (per 1,000 residents). Targets higher than 6.0 acres were discussed, but there are at least three reasons for setting the goal at 6.0 acres.

First, over the extensive period before the City was incorporated and its citizens were residents of unincorporated Fulton County, the area compensated for the lack of parks with a combination of private neighborhood facilities, church facilities, and considerable open space in the form of golf courses. Second, because Johns Creek is an attractive place to live and a high percentage of the City is already developed, undeveloped land suitable for parks is uncommon and expensive. Third, a target of doubling per capita parkland (from 2.9 to 6.0 acres per 1,000) is a very ambitious one, and a higher goal would probably not be attainable, at least over the timeframe of this plan.

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4. Develop a network of smaller sized (10 to 20 acre) neighborhood parks throughout the City.

At present the City has no neighborhood (10-20 acre) parks. Expansion of the park system beyond the riverfront parks and new community parks should emphasize a network of four to six neighborhood parks of an average size of 15 acres. The service area of community parks is ½ mile, and priority should be given to the areas most distant from community parks.

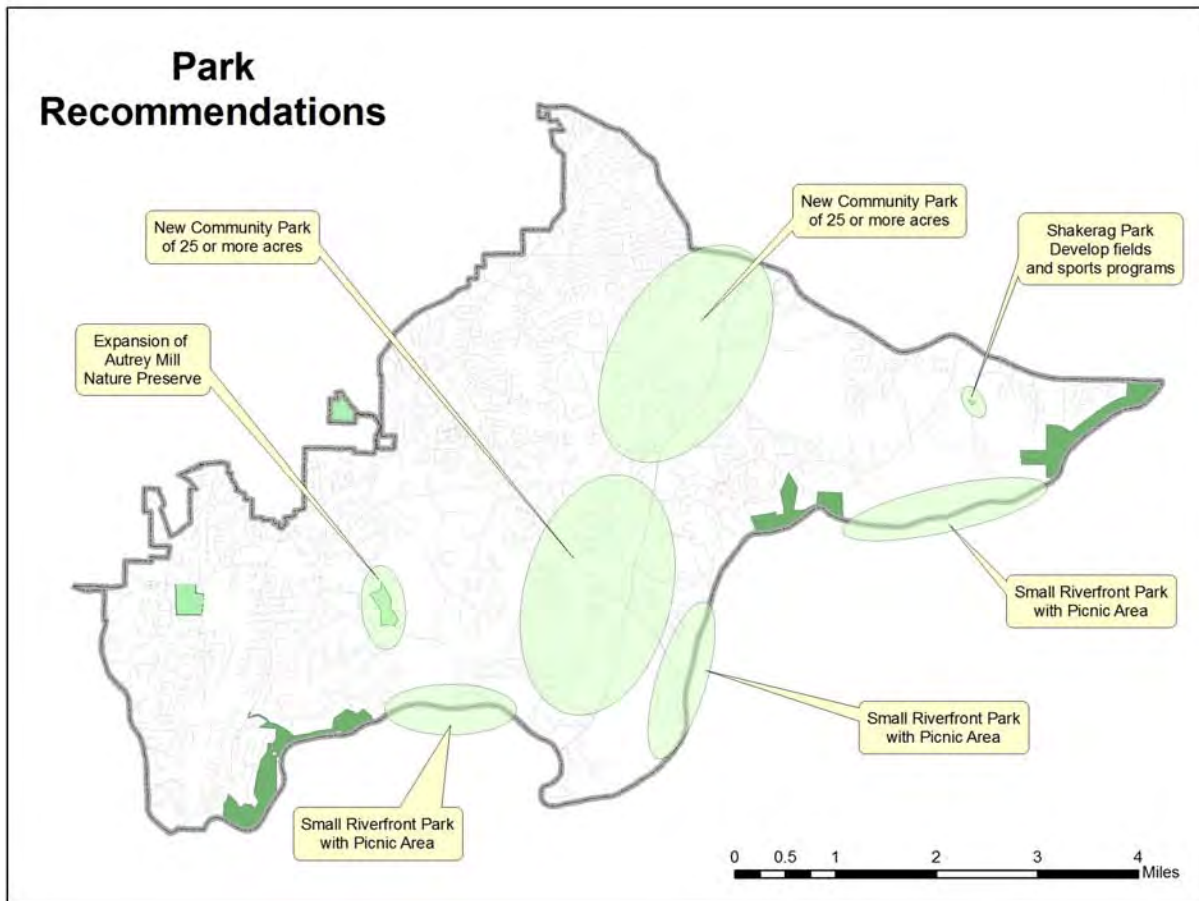


Figure 3: Park Recommendations

RECREATION FACILITY RECOMMENDATIONS

5. **Create three new soccer/lacrosse/football fields at parks to serve all three Planning Sub-areas of the City.**

The Green Plan survey results highlighted the need for additional facilities for soccer, lacrosse, and football. At least one new soccer/lacrosse/football field should be constructed for residents at a current or future park in each of the three Planning Sub-Areas of the city.

6. **Create three new baseball/softball fields at parks to serve all three Planning Sub-areas of the City.**

The Green Plan survey results highlighted the need for additional facilities for baseball and softball. At least one new baseball/softball field should be constructed for residents at a current or future park in each of the three Planning Sub-Areas of the city.

7. **Develop Shakerag Park with playing fields and recreation programs.**

Although Shakerag Park is to be a city park, it will not have well-developed recreation facilities. To serve citizens in Planning Sub-area 3 of the city, a park master-plan should be created and the park should be developed for active and passive recreation.

8. **Construct a combination or free-standing community center and natatorium with a gymnasium, meeting rooms, and facilities.**

Adjacent communities with population characteristics very similar to Johns Creek have multiple gymnasiums, recreation centers, and community centers. Johns Creek should establish at least one such center, which can serve multiple purposes, including community meetings.

9. **Coordinate with the Fulton County Board of Education to establish joint-use facility agreements.**

The City should continue efforts to develop joint-use agreements with the Fulton County Board of Education and private education entities.

CONSERVATION RECOMMENDATIONS

10. Prohibit residential, commercial, and industrial development in the 100-year floodplain.

The current policy of discouraging development in the 100-year floodplain should be continued. The majority of floodplain land is also environmentally sensitive land and includes wetlands, wildlife habitat, and buffer areas to protect water quality.

11. Support and enforce the Metropolitan River Protection Act (MRPA) within the city limits of Johns Creek.

The Chattahoochee River is a vital environmental resource of regional and national significance. The Metropolitan River Protection Act was based upon an ecological study conducted in 1972 and should continued to be supported and enforced.

12. Investigate the creation of a non-profit land trust to solicit and hold conservation easements for land in and near the City.

Such a land trust could raise funds to quickly purchase land and it could solicit and hold conservation easements, scenic easements, and agricultural conservation easements.

13. Expand the Autrey Mill Nature Preserve to available, adjacent land.

The Autrey Mill Nature Preserve could be expanded to nearby undeveloped land, creating a larger, more effective preserve.

14. Create a conservation subdivision ordinance.

A conservation subdivision ordinance would allow the permanent protection of environmentally sensitive lands.

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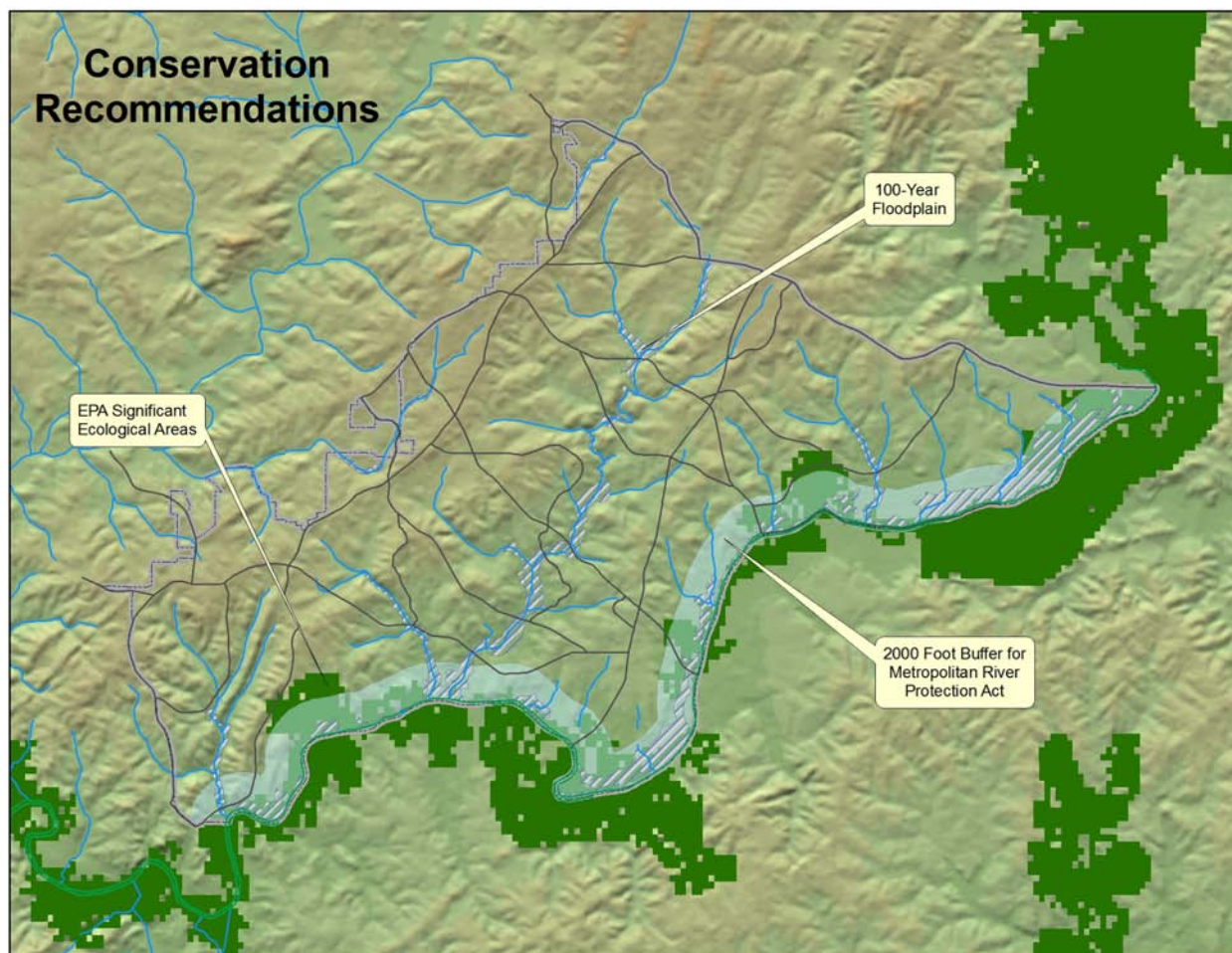


Figure 4: Conservation Recommendations

GREENWAY RECOMMENDATIONS

15. **Connect all current and future parks as well as develop a continuous greenbelt network throughout all new development.**

All parks, present and future, where not precluded by existing development, should be safely connected to the greenway network. New development should preserve areas that can be linked into a citywide greenbelt network.

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- 16. Establish a new greenway along upper Johns Creek where not precluded by existing development.**

Investigate the feasibility of establishing a greenway along Johns Creek, north of Abbotts Bridge Road, where not precluded by existing development.

- 17. Extend the greenway system along the Chattahoochee River where not precluded by existing development.**

A Riverwalk Greenway has been considered by both the transportation and Green Plan advisory committees. The currently-adopted greenway network includes a trail linking the two easternmost Chattahoochee River National Recreation areas south of the City. An extended Riverwalk Greenway could utilize undeveloped land in the 100-year floodplain. Linkage along the entire length of the river could not be possible due to riverfront development at multiple places. However, an extended, multi-segment Riverwalk would be possible, especially in conjunction with the proposed riverside parks.

- 18. Collaborate with the National Park Service to maximize greenway connectivity.**

City greenways could connect to trails within the Chattahoochee River National Recreation areas where possible. Negotiations with the National Park service should be held to determine the best linkages for Johns Creek citizens to have better access to the Chattahoochee River National Recreation areas.

- 19. Coordinate with adjacent jurisdictions for interconnected greenways and parks.**

The City's greenway system could be linked to greenways and nearby parks of adjacent jurisdictions, including Forsyth County, Gwinnett County, and the City of Alpharetta.

- 20. Beautify the greenways and major roads with street trees, landscaped medians, and landscaped entrances to the City.**

The City should consider beautification of the current road network including the landscaping of medians, the addition of street trees, and the beautification of major entrances through community standards.

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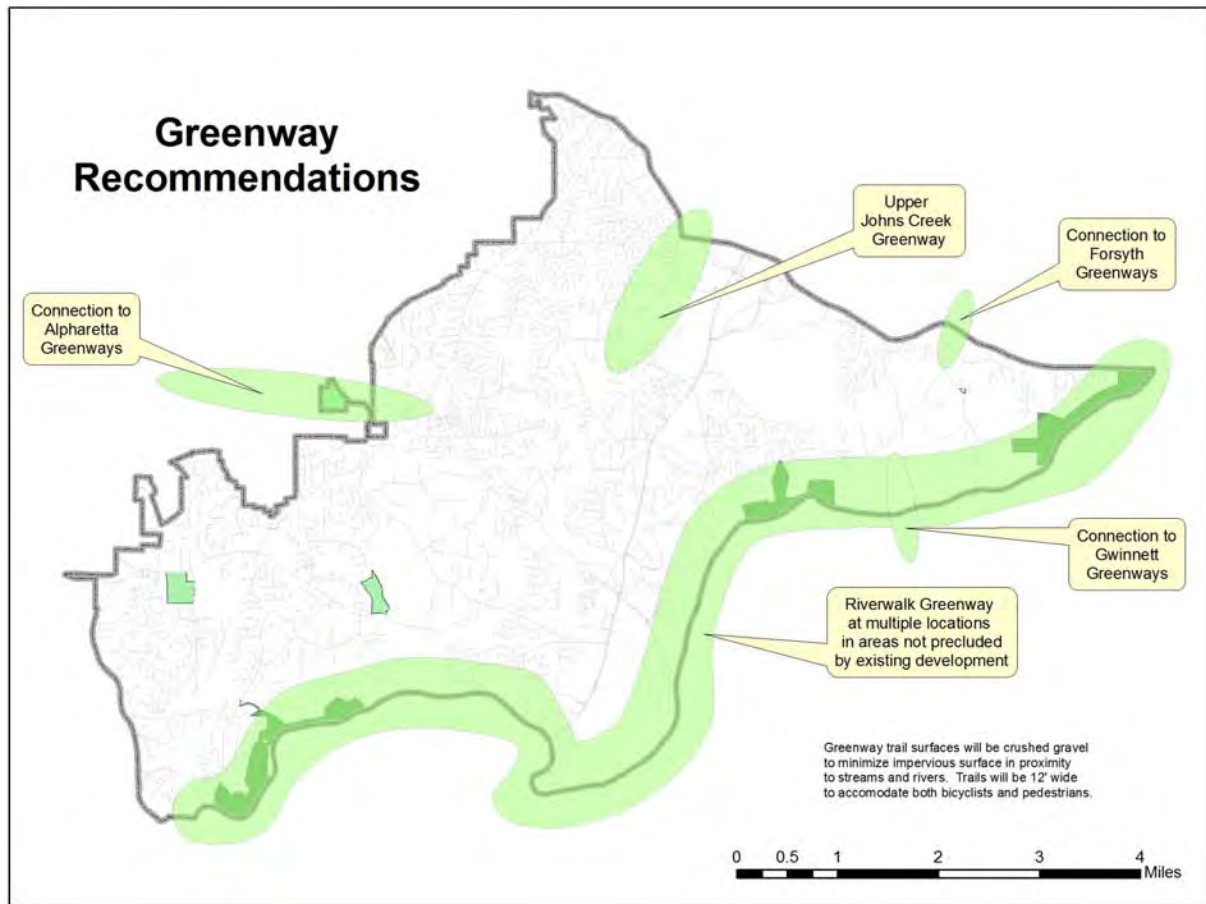


Figure 5: Greenway Recommendations

IMPLEMENTATION

The major recommended financing mechanism for the Green Plan is an issue of general obligation bonds targeted for parks, recreation facilities, greenspace, and greenways. General obligation (GO) bonds are approved by referendum and sold to investors to raise capital. Over the course of 20 to 30 years the city repays the investors with principal and interest payments. These bonds are sold in the municipal bond marketplace and are “rated” based on the city’s financial standing.

11.10.08

Table 1 shows the estimated capital costs of the major recommendations in the Green Plan. The costs do not include estimates for smaller items, such as the construction of new playing fields at existing parks, or the community center. The listed capital expenditures total slightly less than \$74 million.

Greenspace Type	Size in Acres	Land Cost*	Location Cost	Design Cost	Construction Cost	Total Cost
Community parks (2 @ 25 acres each)	50.0	17,500,000	60,000	240,000	2,700,000	20,500,000
Riverfront parks (3 @ 10 acres each)	30.0	10,500,000	6,000	24,000	270,000	10,800,000
Neighborhood parks (5 @ 15 acres each)	75.0	26,250,000	90,000	360,000	4,050,000	30,750,000
Greenways (5 miles, 50' wide)	30.3	10,606,000	15,000	60,000	925,000	11,606,000
Total	185.3	64,856,000	171,000	684,000	7,945,000	73,656,000

* Assuming \$350,000 per acre (in 2008); actual cost per acre could be more or less, depending on many factors.

Table 1: Estimated costs for major capital expenditures

The plan adds 185 acres of new parks and riverfront or streamfront greenways, coming close to doubling the city's current park acreage. It must be cautioned, however, that these are generalized estimates. The cost of land, for example, varies widely across the City, and the actual cost of park improvements will require detailed engineering and marketing analysis of individual park and greenway sites. For more detail on the cost estimates, see Appendix C.

The Green Plan proposes a substantial expansion of the Johns Creek park system. This expansion, though, will be placed over the 20 year time-horizon of the plan. Over the next five years it would be reasonable to add (1) one new, large community park, (2) two of the three riverfront parks, and (3) at least two miles of greenway, one mile along upper Johns Creek and one mile along the Chattahoochee, perhaps connecting the Chattahoochee River National Recreation Area to the riverfront parks. This would cost approximately \$10.3 million for the community park, \$7.3 million for the riverfront parks, and \$4.7 million for the greenways, for a total five-year expenditure of \$22.4 million and an annual expenditure of \$4.5 million.