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EXECUTIVE SUMMARY

In 2006, an area of unincorporated Fulton County voted "yes" to cityhood and immediately became known as the City of Johns Creek, Georgia. The City adopted its very first comprehensive plan and transportation master plan in 2008.

Since 2008, new opportunities and challenges have presented themselves. Since more people are moving to Johns Creek to take advantage of all its amenities -- top schools, luxury homes, and proximity to Atlanta -- the City is beginning to experience a problem of growth management, and since there is very little land left to use to create more space for people and new amenities, the City has had to grow to accommodate for the ever-increasing demand to live in one of USA TODAY's 50 best cities to live in for 2017. Furthermore, the City's once bustling Technology Park office park is beginning to experience increasing vacancies, threatening the City's already low employment base and commercial tax base. Most importantly, the increase of people moving into both the City and the Atlanta Region, has caused the City's already congested transportation system to become even more congested, and stressful to use, because of both increased local and regional trips taking place within and through the City.

The purpose of the Connect Johns Creek Comprehensive Plan is to make needed updates to the City's 2008 Comprehensive Plan, continue to build upon their established vision, preserve residential neighborhoods, and plan to accommodate a growing and changing city. The plan seeks to ask the following questions:

- How do we become more connected to each other within the City and to the greater region?
- How can we make this city easier to traverse?
- How can we make ourselves more economically competitive in a growing region?
- How do we design the city with its people in mind?

Key updates from the previous plan outlined in the following pages include:

- 1. Updates to the vision statement & community goals
- 2. Updates to the character area map that could potentially guide architectural design standards. The creation of a parcel-byparcel future land use map, which prescribes use and development intensity and density
- A focus on economic development, and generating additional tax dollars through the creation of more businesses in Johns Creek
- 4. Priority transportation projects
- 5. Open space needs & preservation of land

HOW TO USE THIS DOCUMENT

This document was designed to be a user-friendly document that could accommodate a wide range of users, including elected and appointed officials, City staff, property owners, developers, and residents. The intent of this document is to provide a framework that can guide future development decisions in Johns Creek.

The plan is organized as follows:

The **Community Assessment** outlines what has been planned for Johns Creek in past years and explains the conditions that will ultimately inform this plan's recommendations.

The Community Engagement portion outlines how the City and Project Team solicited input for the plan, and the results of these outreach efforts.

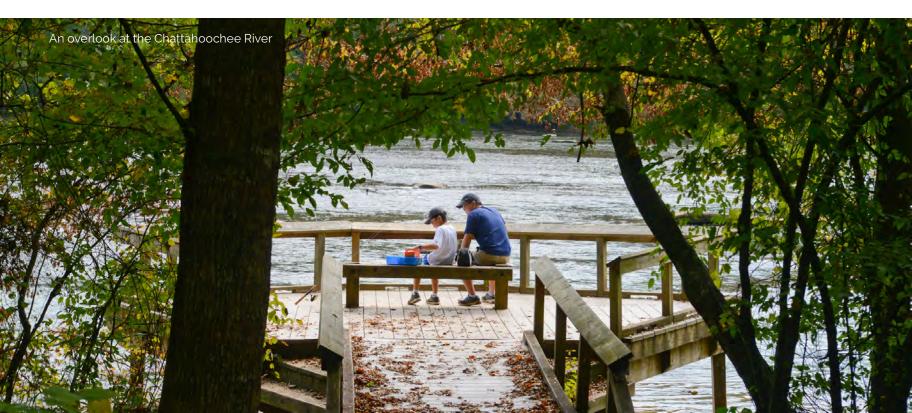
The Community Vision is comprised of a vision statement, 5 goals, and 31 policies that address land use, transportation, economic development, housing, and open spaces and natural resources. The Community Vision was created using the combined results of technical analyses and the input gathered from public engagement. Included in the Community Vision is an updated **Character** Area map, a new Future Land Use map, and the Short Term Work Plan, which outlines how recommended improvements will be implemented over the next 5 years.

The Appendix includes the Report of Accomplishments from the 2008 Comprehensive Plan's Short Term Work Plan, the full results of surveys and other public input activities, and additional items required by the Georgia Department of Community Affairs.

VISION & GOALS //

Throughout the process, the Project Team gathered public input on the vision statement and planning goals. The vision statement exemplifies the desire for Johns Creek to remain a premiere residential community in north Fulton County with transportation improvements for ease of movement throughout the City with vibrant businesses and commercial developments concentrated in small areas. These areas are described as "Potential Activity Areas" in the document and described further in the Future Land Use plan and Appendix of this document. This containment of commercial development will prevent further sprawl and strip shopping center development that is undesirable in this community, as voiced by the public through the outreach process.

Additionally, the Project Team, along with help from the Citizen Advisory Committee combined the top 10 goals gathered at Planning Workshop #2 into 4 over-arching goals: transportation, creating an identity through redevelopment, economic development, and creating quality parks. A fifth goal about implementation was added to ensure these goals could be reached, and to pave the way for future planning efforts. The goals were presented to the public during Planning Workshop #3 and #4 for further input. A full list of the goals can be found starting on page 7. The policies generated from these goals are outlined by plan component on the following pages.



VISION STATEMENT //

"JOHNS CREEK STRIVES TO BE A PREMIER HEALTH-FOCUSED, RESIDENTIAL COMMUNITY THAT SUPPORTS EDUCATIONAL EXCELLENCE AND A VIBRANT BUSINESS COMMUNITY, WHILE PROVIDING EASE OF MOVEMENT THROUGHOUT, AN ALIVE TOWN CENTER, AND EXCEPTIONAL GREEN SPACE, RECREATION AND CULTURAL FACILITIES."

GOALS //

GOAL 1 // CREATE A CITYWIDE MULTI-MODAL TRANSPORTATION NETWORK

Create a balanced and sustainable transportation network system that reduces traffic congestion, increases intra-city mobility, and includes complete streets, cart, bike and pedestrian pathways that connect neighborhoods to schools, parks, shopping centers, and institutional destinations.

GOAL 2 // CREATE AN IDENTITY FOR THE CITY

Create an identity that will guide future development, preserve the quality and character of our existing residential neighborhoods, supports educational excellence, and sustain an exceptional quality of life

GOAL 3 // EXPAND THE CITY'S ECONOMIC BASE

Expand the city's economic base by nurturing an environment that will retain and attract industries that create high paying jobs, while protecting residential home values

GOAL 4 // PROVIDE SUPERIOR RECREATIONAL AND CULTURAL ACTIVITIES THROUGHOUT THE CITY

Provide recreational areas/facilities throughout the city that regularly offer cultural activities that positively engage our diverse population

GOAL 5 // DEVELOP TOOLS REQUIRED TO IMPLEMENT GOALS

Revise the City's zoning ordinance and subdivision regulations to align with the Comprehensive Plan

LAND USE //

Recommendations to improve land use include policies that create a framework for new development and redevelopment of older and underutilized shopping centers.

The policies and recommendations outlined on the following pages seek to fulfill both Goal 2: "create an identity for the City" and Goal 5: "develop tools required to implement goals."

POLICIES

- Reverse the current land development pattern along SR-141/Medlock Bridge Road and Jones Bridge Road to prevent further sprawl and strip center development.
- Redevelop underutilized
 commercial centers into walkable
 neighborhood activity centers that
 support surrounding residential
 subdivisions by providing internal
 public streets, and an appropriate
 mix of public parks and/or civic
 spaces, local retail shopping and
 services, restaurants, office spaces,
 and village-scale housing.
- Until a Unified Development Code is adopted, create a moratorium on

- new retail development in the City, with the exception of identified activity nodes.
- Implement the future land use map to guide and clarify development decisions.
- Create a Unified Development
 Code by combining the City's
 zoning, tree, and sign ordinances
 with the City's subdivision and
 land development regulations to
 define expectations and standards
 for achieving high-quality
 development in conformance
 with the goals and policies of this
 comprehensive plan.
- Create site and architectural design standards for new

PROPOSED CHARACTER AREA UPDATES

Through the planning process, The Project Team recorded Character Area updates and recommendations from public meetings and Citizen Advisory Committee meetings. The Project Team determined that the map could be useful for prescribing architectural and streetscape design standards to reflect unique needs of each area via a new Unified Development Code (UDC).

The character areas address density as a function of the City's new future land use map and eventual UDC.

OCEE



The Ocee character area had its boundaries changed to include whole subdivisions.

TECHNOLOGY PARK



The Technology Park character area includes more land, once part of the Johns Creek North,

Medlock Bridge Corridor, and Shakerag character areas. This was done to include the nearby hospital, as well as a privately-owned golf facility that was originally a part of Technology Park.

RIVER EAST



The River East character area boundaries were changed to include Northview High School, and lands originally part

of Medlock Bridge Corridor.

WARSAW



The Warsaw character area had its boundaries changed to include whole subdivisions. as well as to keep

undeveloped parcels and less dense land ripe for redevelopment along Parsons Road.

NEWTOWN



No changes were made to the Newtown character area.

AUTREY MILL PASTORAL



The Autrey Mill Pastoral character area now includes all land north of Old Alabama Road

up to the Newtown development area, as well as Perimeter Church

SHAKERAG



The boundaries of the Shakerag character area have been

altered dramatically. Because the area includes the Chattahoochee

River National Recreation Area, it is proposed that the land near it remain at a very low residential density.

MEDLOCK BRIDGE CORRIDOR



The boundaries of the character area were changed to only include parcels that front the road up from

State Bridge Road to Abbotts Bridge Road. Some land were absorbed into other character areas to reduce development.

JONES BRIDGE ROAD AT STATE BRIDGE ROAD



No changes were made to the Jones Bridge Road at State Bridge Road character area.

JOHNS CREEK NORTH



The Johns Creek North character area boundaries include less land, as land south of Abbotts Bridge Road

were reallocated to Warsaw and Ocee and the Standard Club property was

reallocated to the Technology Park character area.

RIVER ESTATES



Land north of Old Alabama Road was reallocated to the

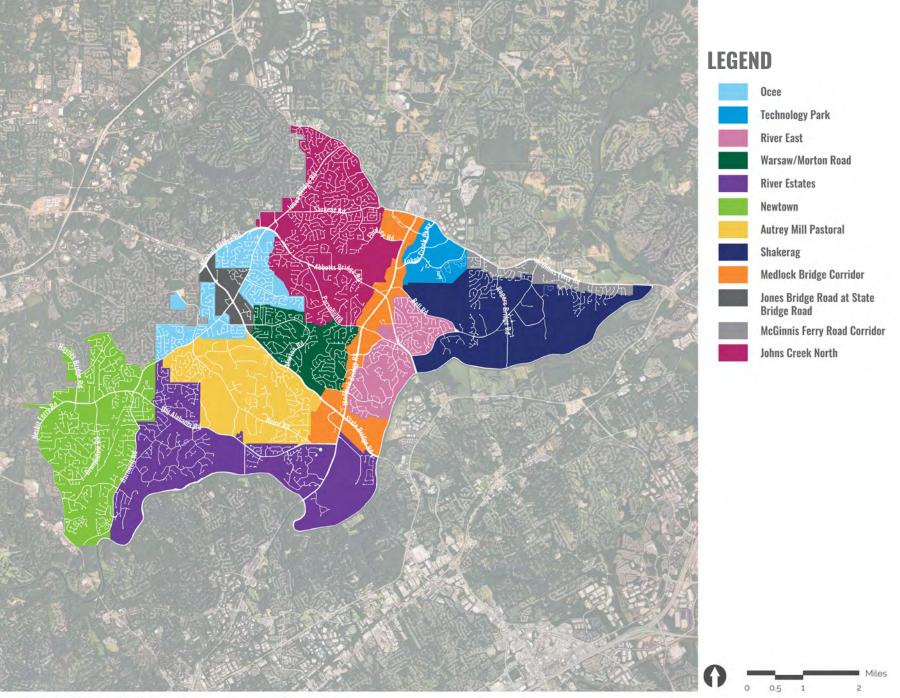
Autrey Mill Pastoral character area.

MCGINNIS

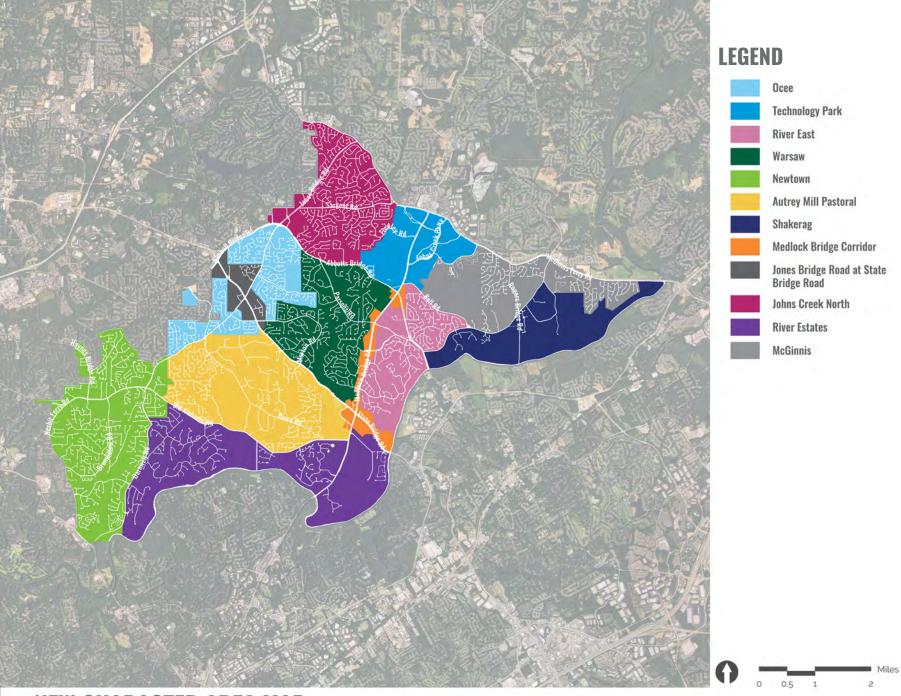


The McGinnis character area encompasses the area previously known

as the McGinnis Ferry Road Corridor. This character area was expanded to subdivisions that connect to the McGinnis Ferry corridor.



EXISTING CHARACTER AREA MAP



FUTURE LAND USE MAP METHODOLOGY

When creating the future land use map, the following assumptions were made, unless exceptions have been previously identified by the City of Johns and the CAC:

- Residential parcels are unlikely to change use
- Newer commercial developments (i.e. less than 10 years old) are unlikely to change use
- Civic properties like schools, churches, parks, and government owned and operated lands are unlikely to change use.
- Vacant lands will develop and, therefore, have a use.

PROPOSED CHANGES TO LAND USE

This future land use map retained those assumptions, and also did the following:

- 1. Made changes to reflect recently approved developments
- 2. "Low Intensity Mixed Use," "Medium Intensity Mixed Use," and "High Intensity Mixed Use" designations were introduced. Three mixed use designations were introduced as opposed to one for the purposes of better guiding development density, and placing higher intensity developments in areas that can support them like Technology Park and the shopping center off Holcomb Bridge Road.
- 3. Vacant parcels in the Shakerag area were assigned a future land use designation, most of them being "Single Family Residential," "Recreation - Public," and one area off McGinnis Ferry Road was designated as "Lower Intensity Mixed Use." Vacant lands in other areas of the City were assigned a future land use designation based

- on what is currently surrounding it (typically, single-family residential).
- 4. In order to effectively direct growth and control residential densities, the Single-Family Residential designation was subdivided into 4 designations that prescribe a maximum density. This will ensure that future single-family developments are built at a density that is appropriate for the area. Maximum residential densities were also prescribed for the Multi-Family Residential designation, as well as all three mixed use designations. Having a prescribed density for the residential areas of the City, along with the updated character areas, will guide the development of the Unified Development Code.

PROPOSED FUTURE LAND USE

The City was lacking a parcel-by-parcel future land use map to guide development over the next 10-20 years. The Project Team recommended that using a future land use map to guide development decisions would be more effective than solely relying on the City's character area map in protecting residential neighborhoods, directing future population growth, and targeting the redevelopment of aging commercial centers. Listed on following pages are the recommended future land use designations and definitions.

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SINGLE FAMILY RESIDENTIAL 1

- Classified as land containing a dwelling with one living unit.
- Maximum residential density: 1 unit per acre.

SINGLE FAMILY RESIDENTIAL 2

Classified as land containing a dwelling with one living unit.

Maximum residential density: 2 units per acre.

SINGLE FAMILY RESIDENTIAL 3

- Classified as land containing a dwelling with one living unit.
- Maximum residential density: 3 units per acre.

SINGLE FAMILY RESIDENTIAL 4

- Classified as land containing a dwelling with one living unit.
- Maximum residential density: 4 units per acre.

MULTI-FAMILY RESIDENTIAL

- Classified as land containing dwelling with more than 2 living units: duplexes/triplexes, live-work lofts, apartments/condos, etc.
- Maximum residential density: 12 units per acre.

COMMERCIAL - RETAIL

Grocery stores, retail stores, restaurants, and personal service stores

COMMERCIAL - OFFICE

Class A office space, hotels, hospitals, clinics, and other healthcare facilities

CIVIC/INSTITUTIONAL

Churches, schools (public and private), and municipal uses

PARKS, RECREATION, & OPEN **SPACE (PUBLIC)**

Publicly owned and held parks, recreation, or open space available or accessible to the general public

PARKS, RECREATION, & OPEN **SPACE (PRIVATE)**

Privately owned and held parks, recreation, or open space not available or accessible to the general public

LOW INTENSITY MIXED USE

Classified as a less dense mix of commercial, civic, parkland, and residential units with an internal.

- gridded street system.
- Height limit: 3 stories
- Maximum residential density: 8 units per acre.

MEDIUM INTENSITY MIXED USE

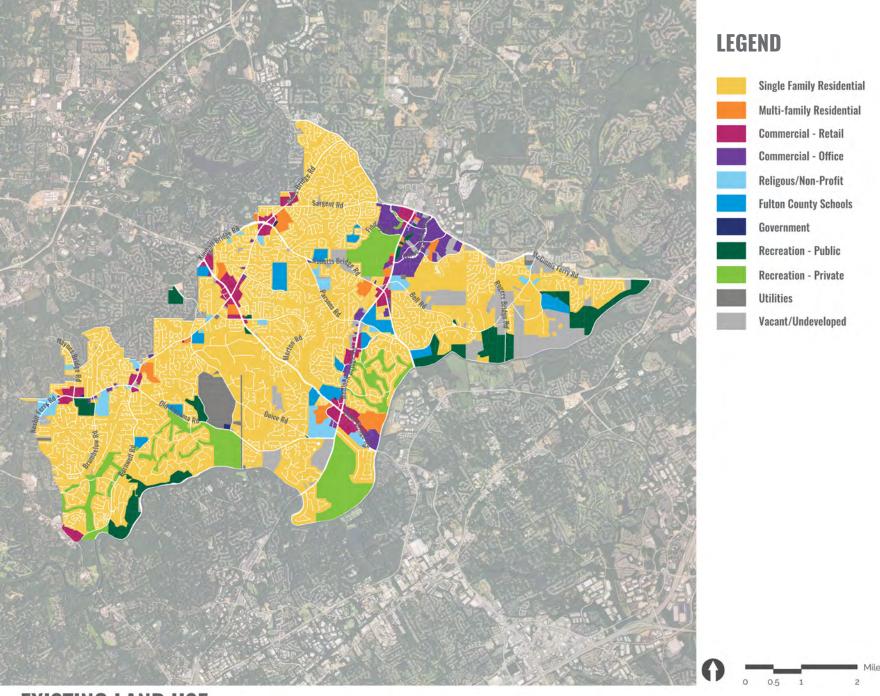
- Classified as a denser mix of commercial, civic, park land, and residential units with an internal, gridded street system.
- Height limit: 4 stories
- Maximum residential density: 12 units per acre

HIGH INTENSITY MIXED USE

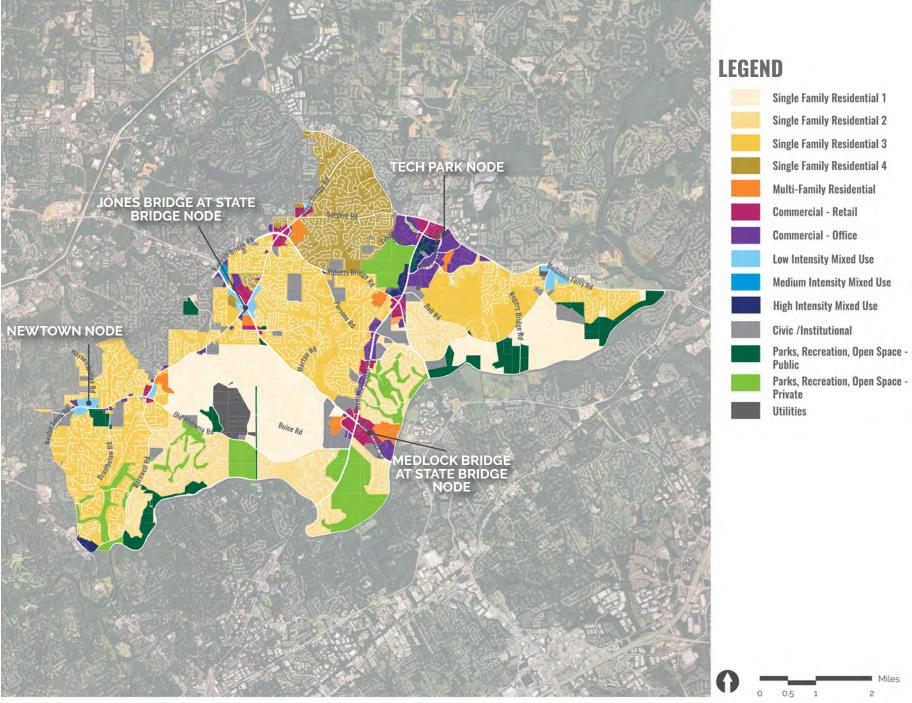
- Classified as a denser mix of commercial, civic, park land, and multi-family residential units with an internal, gridded street system.
- Height limit: 5 stories
- Maximum residential density: 16 units per acre

UTILITIES

- Publicly or privately held lands used for utilities, like water treatment, radio towers, etc.
- Low-impact industrial uses (i.e. bike shop, artisanal goods makers, warehouse storage, non-polluting manufacturing)



EXISTING LAND USE



ECONOMIC DEVELOPMENT //

The City completed their Strategic Economic Development Plan in 2016. The policies outlined below build off some of the recommendations made by the plan, as well as seek to fulfill Goal 3: "expand the City's economic base."

POLICIES

- Rebrand Technology Park to promote new business investment, and create a walkable, mixed-use area with public park spaces, a street grid system to allow for greater multi-modal connectivity, a core business area, housing, restaurants, entertainment, and recreational activities.
- Encourage, allow, and support the private development of small businesses and live-work spaces within the identified neighborhood village locations.
- Encourage the creation and retention of local business in Johns Creek by providing incentives to business owners (i.e. tax incentives, waiving of permitting fees, etc).



Encourage, allow, and support the private development of a performing/visual arts and event space as an entertainment venue and community resource.

HOUSING //

Because the City is primarily residential, it is important that all policies and subsequent projects seek to protect the residential character of the community.

POLICIES

- Protect and preserve existing residential neighborhoods.
- Preserve existing residential subdivisions by requiring adjacent undeveloped/underdeveloped parcels to develop with the same residential density as the area(s) around it, and require at least 10% of the gross acreage be developed as open space and amenity space.

TRANSPORTATION //

These policies and projects outlined on the following pages were

developed in conjunction with the City's Transportation Master Plan update, which occurred as part of this comprehensive plan update. The policies and projects outlined on the following pages seek to fulfill Goal 1: "create a citywide multi-modal transportation network."

POLICIES

STREET NETWORK

- Redevelop SR-141/Medlock Bridge Road into a 4-lane parkway with greenway trails along both east and west sides, a full length landscaped median, and reduced curb cuts and traffic signals.
- Develop State Bridge Road into a 4-lane parkway with greenway trails along both north and south sides, a full length landscaped median, and reduced curb cuts and traffic signals.
- Develop a public, complete street grid system via a master streets plan to create additional ways to travel around major intersections.
- Preserve existing public rights of way to ensure development of future streets and trails.
- Where feasible, based on existing/

- projected traffic volumes and availability of public right-of-way, remove existing traffic signals and replace with appropriate-sized traffic roundabouts to improve safety and reduce wait times at lights.
- At major subdivisions where traffic signals do not exist, and where feasible, provide traffic roundabouts to allow residents easier access to collector and minor arterial roadways.
- Where supported by residential subdivisions, connect subdivisions to each other via new streets developed by the City to increase the number of ways in and out of residential subdivisions.
- Where supported by residential neighborhoods, connect subdivisions to a public local street, collector, or arterial via a new street developed by the City to increase the number of ways in and out of residential subdivisions.
- Preserve and maintain the following local public streets as two lane roads: Parsons Road, Morton Road, Buice Road, Roger's Circle, Spruill Road, Brumbelow

- Road, and Barnwell Road.
- Multi-modal network
- Encourage residential subdivisions to identify locations where multiuse path connections can be made to encourage bicycle and pedestrian connections.
- Provide a system of concrete multi-use trails located along City collector and arterial roadways to connect residential subdivisions to neighborhood schools, libraries, shopping, parks, and religious institutions.
- Reduce personal vehicle trips to/from schools by improving alternative, non-motorized transportation options near public schools.
- Improve pedestrian and cyclist safety along SR-141/Medlock
 Bridge Road by enhancing pedestrian crossings, by providing pedestrian under/overpasses wherever necessary, and lowering the 55 mph speed limit to 45 mph.

INTERSECTION IMPROVEMENTS

- Improve traffic signal timing and coordination along major corridors.
- Develop ways to separate

pedestrian/bike/personal transportation vehicle traffic movements from vehicular traffic movements at the City's main intersections

TRANSPORTATION/PUBLIC WORKS INFRASTRUCTURE

- Create streetscape design standards for all public roads, alleys, and trails.
- Support infrastructure improvements to accommodate the future introduction of autonomous vehicles.

OPEN SPACE & NATURAL RESOURCES //

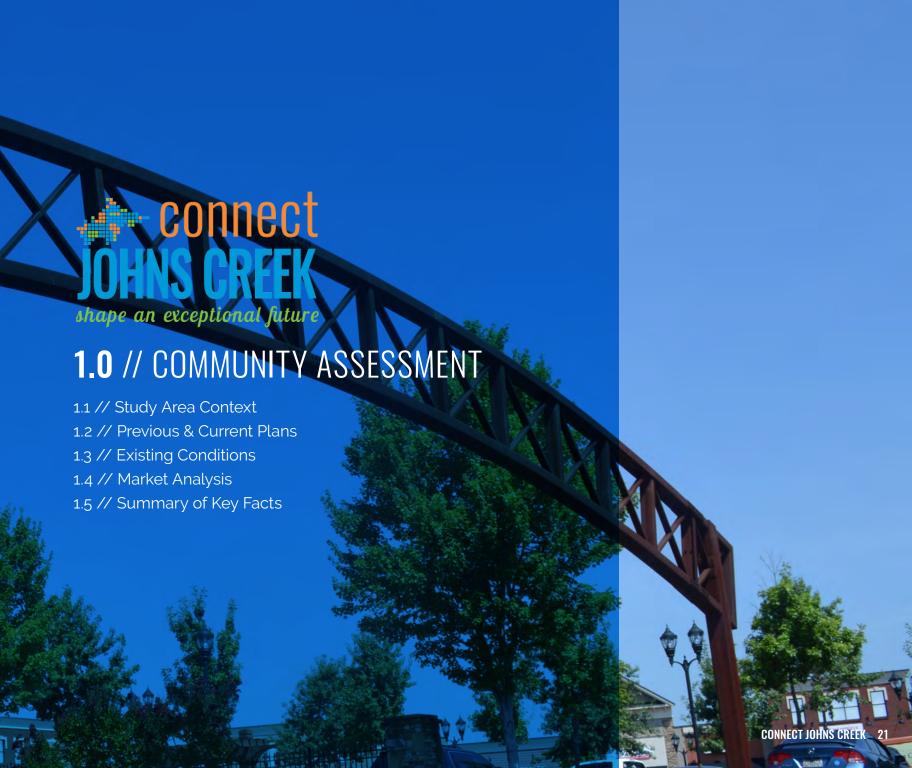
In 2016, the Johns Creek completed and adopted the Recreation and Parks Master Plan. This comprehensive plan update seeks to ensure that all the strategies and projects identified in the plan are met to fulfill Goal 4: "provide superior recreational and cultural activities throughout the City."

POLICIES

- Implement the strategies and projects identified in the Recreation and Parks Master Plan adopted by the City in 2016.
- In the event existing privatelyowned recreational facilities close or are put up for sale, the City should plan to acquire such properties and preserve them as open space or recreational facilities for the residents of Johns Creek.
- Encourage, allow, and support the private development of a performing/visual arts and event space as an entertainment venue and community resource.





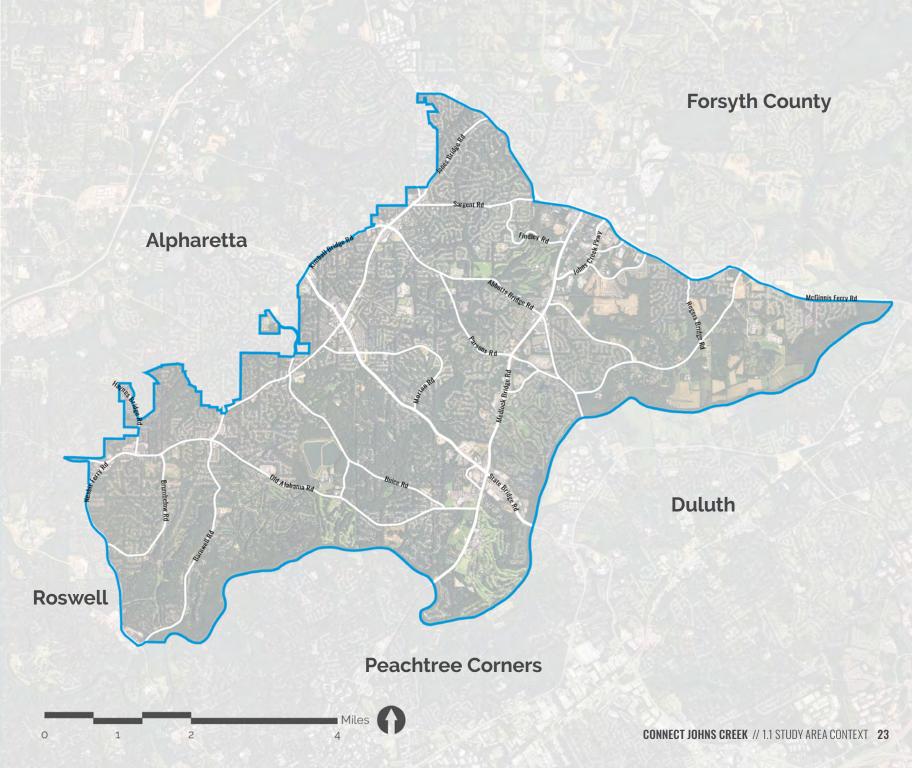


1.1 // STUDY AREA CONTEXT

The Connect Johns Creek
Comprehensive Plan study area includes all 31.3 square miles of land within the city limits. The City is bound to the south and east by the Chattahoochee River, McGinnis Ferry Road and Forsyth County to the north, the City of Roswell to the west, and the City of Alpharetta to the northwest. The City boundaries are shown on page 7. The area is primarily comprised of low density, single-family residential subdivisions, with strip commercial centers through the heart of the city along major corridors.



"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." // Vision Statement from the 2008 Comprehensive Plan



1.2 // PREVIOUS PLANS & STUDIES

The previous Johns Creek planning documents are the foundation in which the Connect Johns Creek Comprehensive plan and studies are built upon. Key points of these plans are summarized on the following pages.

CITY OF JOHNS CREEK COMPREHENSIVE PLAN // 2008

The City's first comprehensive plan was adopted in November 2008, 2 years after Johns Creek achieved cityhood.

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."

ISSUES & OPPORTUNITIES

- Population growth continues to create pressure on all infrastructure and services.
- Uncontrolled growth may not leave enough land for the development of traditional suburban neighborhoods.
- Economic development can't expand without a balanced tax base.
- There is no town center.
- There is a low availability of neighborhood parks.
- Over-loaded transportation system.
- Neighborhoods are not well connected to schools, parks, and community facilities with sidewalks and bicycle facilities.

KEY POLICIES

 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.

- 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.
- 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.
- In order to be effective, transportation planning for Johns Creek must be grounded in the community's vision for the future.
- 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.

COMPLETED ITEMS FROM THE COMPREHENSIVE PLAN'S SHORT TERM WORK PLAN*

Economic Development //

- Develop a "Gateway" program
- Analyze the financial impacts of growth. Explore the feasibility of an Impact Fee Program
- Survey top 10 employers for affordability issues and conduct price-point availability study to ensure housing cost does not inhibit quality growth

Land Use //

- control the aesthetic impact on the community
- Create development area specific community, landscaping, and streetscape standards and corridor management and design standards for each character area
- Incorporate shared parking/ parking maximums into the **Zoning Ordinance**
- Implement the Tree Bank Program and Tree Credit Program, and review the existing tree ordinance

- Review the existing mixed-use ordinance
- Consider places where mixed income communities may be appropriate to address affordable
- Investigate possible locations for a Town Center, City Center, City Hall (TCC)

Community Facilities & Services //

- Maintain intergovernmental service agreements with Fulton County for 911 services until other options are explored
- Explore 911 service options with Sandy Springs and Dunwoody
- ✓ Maintain intergovernmental service agreement with Fulton County for animal control
- Review the existing feasibility study to convert the historic school to a community center

Population //

Establish a Citizens Assistance Program

Establish an Americans with Disabilities (ADA) Program

Housing //

Conduct an in-depth study/ inventory of existing housing availability, price, condition and status

Natural & Cultural Resources //

- Conduct a Citywide survey of existing historic and archeological resources
- Create a City-Wide Park Master Plan
 - Create a plan to investigate the
- location of future pocket parks Develop pocket parks

^{*} See the Appendix for the full Report of Accomplishments

STRATEGIC PLAN // 2016-2018

This strategic plan created by the mayor and city council set forth goals and needed tasks for the next two years.

GOAL 1: TRANSPORTATION

Provide a comprehensive transportation network that facilitates ease of movement throughout the city

GOAL 2: RECREATION & PARKS

Ensure a complete recreation and parks system that aligns to the goals and needs of the community

GOAL 3: ECONOMIC DEVELOPMENT

Implement a holistic economic development plan approach that addresses infrastructure workforce. community and land development needs

GOAL 4: GOVERNMENT EFFICIENCY

Develop an innovative and cost-effective approach to exceptional service delivery

GOAL 5: PUBLIC SAFETY

Provide leading levels of public safety

GOAL 6: SENSE OF COMMUNITY

Preserve our residential character and enhance our sense of community

JOHNS CREEK STRATEGIC ECONOMIC DEVELOPMENT PLAN // 2016

GOALS

- Promote city image, climate, and brand for economic development
- Develop infrastructure for balanced growth
- Position the city for economic development
- Develop land and businesses
- Maintain quality of life

MARKET CONDITIONS

- Predominantly small businesses (fewer than 5 employees)
- Johns Creek lies within the primary and/ or secondary markets of 7 major regional retail centers: Avalon, Gwinnett Place, Mall of Georgia, North Point Mall, Perimeter Mall, the Forum, and the Collection at Forsyth.
- Estimated \$1.1 billion opportunity gap for retail in Johns Creek (where demand is greater than supply)
- Retail vacancy rate is 18%.

CHALLENGES

- Limited availability of land: city is largely built-out, few parcels are available for development
- Few economic incentives are available.
- There is an untapped pipeline of employees for the local workforce.
- City needs to increase and diversify their revenue streams.

RECOMMENDED TARGET **INDUSTRIES**

Target industry businesses bring quality job growth to a community, thus making a significant economic contribution to the local



HIGH TECH INDUSTRIES



INFORMATION **TECHNOLOGY**



SOFTWARE



FINANCIAL **SERVICES**



MEDICAL **TECHNOLOGY**



SERVICES

RECREATION AND PARKS STRATEGIC PLAN // 2016

The City finalized and adopted their Recreation and Parks Strategic Plan in 2016, the purpose of which was to create a framework for land acquisition, new park design, and maintenance.

PRIMARY NEEDS

- Additional park land and new parks to be strategically located to improve geographic coverage within the City
- Add new recreational facilities for tournament sports
- Offer a broader range of recreational programs to serve all age groups.
- Create loop trails and a city-wide recreational greenway system
- Increase trail linkages to and from existing parks and recreational facilities
- Improve maintenance practices at our existing parks and recreational facilities

GOALS

- Acquire land
- Develop new parks
- Utilize the Chattahoochee River

- Create significant loop trails
- Provide a wider array of programs
- Improve existing parks

RECOMMENDATIONS & PROJECTS

A phased project list to build and improve park and recreation facilities to be implemented by 2024, including:

- \$69 million to acquire land to build a tournament park; a large, 100-acre community park; a town green; and passive-use park; and a 40-acre community park
- \$34 million to construct Morton Road Park, State Bridge Park, Bell-Boles Park, a Tournament Complex, and to develop newly acquired lands
- \$9.6 million to build new indoor facilities, including a new senior center, two new community centers, and an indoor recreation center
- \$8.5 million to improve Autrey Mill Nature Preserve, Newtown Park, Ocee Park, and Shakerag Park
- \$5.6 million for new recreational greenways and trail linkages



JOHNS CREEK TRANSPORTATION MASTER PLAN // 2008

The City's first Transportation Master Plan, adopted in 2008, developed a transportation vision and identified opportunities to improve the transportation system. The plan was developed in coordination with the City's Comprehensive Plan, resulting in mutually complementary policies and strategies for both land use and transportation. The Transportation Master Plan developed six transportation policies to guide the recommendations.

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 multiuse 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.

KEY STRATEGIES

- 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
- Encourage increased mixed-use development/redevelopment
- Enhance roadway capacity along high demand corridors
- Improve two-lane roads for efficient operations and safety

- 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
- Establish pedestrian and bicycle friendly policies and standards
- 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
- Promote continuation and extension of the street system and bicycle/pedestrian network
- Increase network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system

COMPLETED ITEMS FROM TRANSPORTATION MASTER PLAN'S SHORT TERM WORK PLAN*

- Develop concept design considering innovative intersection configurations at State Bridge Rd at Jones Bridge Rd intersection
- Design and acquire ROW along Sargent Rd corridor to provide
- turn lanes and improve sight distance
 - Design and construct Old Alabama Rd improvements from
- Nesbit Ferry Rd to Jones Bridge Rd
 - Establish access management standards, based on roadway functional classification and
- surrounding land uses, for future development and retrofit as appropriate
- Create Major Thoroughfare Plan to indicate existing and future **ROW recommendations**
- Construct Traffic Control Center for monitoring of traffic conditions and signal systems
 - Establish Travel Demand Management (TDM) program

- to facilitate/promote carpool/ vanpool opportunities, teleworking, and mixed use development
- Develop multi-use trail map and
- program including landscaping and parking/trailhead
 - Implement multi-use trails map
- and program Create database of remnant pieces from GDOT and Fulton County for potential green space
- Create median beautification program for Medlock Bridge Rd, State Bridge Rd, and McGinnis Ferry Rd
- Implement median beautification program for Medlock Bridge Rd,
- State Bridge Rd, and McGinnis Ferry Rd
 - Create storm drain maintenance program
- between Old Alabama Rd and City limit to evaluate potential for additional capacity within existing ROW

Study/survey Jones Bridge Rd between State Bridge Rd and Douglas Rd to evaluate potential for additional capacity within existing ROW

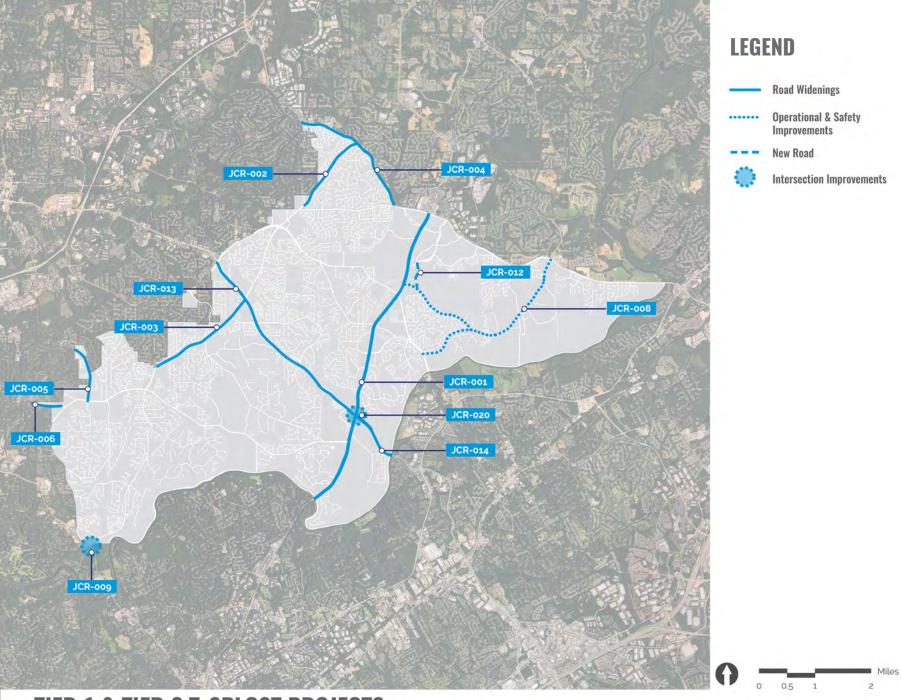
Study Medlock Bridge Rd between Old Alabama Rd and State Bridge Rd to evaluate potential for additional capacity within existing ROW

^{*} See the Appendix for the full Report of Accomplishments

TIER 1 & TIER 2 T-SPLOST PROJECTS // 2017-2021

In November 2016, Fulton County residents voted "yes" on a 0.75 cent increase on local sales tax to raise a potential \$570 million to fund transportation improvements outside the City of Atlanta. Johns Creek will gain about \$82 million to complete a list of Tier 1 and Tier 2 projects within their City limits. Projects are expected to be completed between 2017 and 2021. The map on page 17 shows where those projects are to be located.

#	PROJECT NAME/DESCRIPTION	TIER	JOHNS CREEK	FUNDING FROM OTHER SOURCES
JCR-001	Medlock Bridge Capacity Project from Chattahoochee River to McGinnis Ferry	1	\$10,000,000	
JCR-002	Jones Bridge Widening from Douglas Rd to McGinnis Ferry	1	\$7,000,000	
JCR-003	Jones Bridge Widening	1	\$11,000,000	
	Phase 1: from Waters Rd to Buice Rd			
	Phase 2: from Buice Rd to State Bridge Rd			
JCR-004	McGinnis Ferry Road Widening from Union Hill Rd to Sargent Rd	1	\$5,500,000	\$34,000,000
	(joint project with Alpharetta, Forsyth and GDOT)			
	\$5.5M assumes HB170 added to project			
JCR-005	Haynes Bridge Rd Widening from Old Alabama Rd to Mansell Rd	1	\$5,000,000	\$5,000,000
	(joint project with Alpharetta)			
JCR-006	Old Alabama Rd Widening from Nesbit Ferry Rd to Old Alabama Connector (joint	2	\$3,000,000	
	project with Roswell)			
JCR-008	Bell and Boles Rd Operational and Safety Improvements from Medlock Bridge to	1	\$7,000,000	
	McGinnis Ferry and from Abbotts Bridge to Bell Rd			
	(Requesting TFA Funding for Bridge)			
JCR-009	Barnwell Road at Holcomb Bridge Road Improvements	1	\$2,500,000	
JCR-012	New Location Road in Tech Park	1	\$2,500,000	
JCR-013	State Bridge Rd Widening from Kimball Bridge Rd to Medlock Bridge Rd	2	\$6,000,000	\$2,000,000
JCR-014	State Bridge Rd Widening from Medlock Bridge to Chattahoochee River	1	\$4,000,000	
JCR-020	Medlock at State Bridge Improvements	1	\$8,000,000	
JCR-025	Bridge Improvements	2	\$2,000,000	
Tier 1 & 2 Total (includes contingency & consultant fees)			\$81,952,500	



TIER 1 & TIER 2 T-SPLOST PROJECTS

ATLANTA REGIONAL TRANSPORTATION PLAN // 2015

The Atlanta Region's long-range Regional Transportation Plan (RTP) and the short-range Transportation Improvement Plan (TIP) inform transportation improvements for all municipalities under the Atlanta Regional Commission. The Atlanta Region's Plan is a long-range blueprint that examines the needs of the 20-county region and details investments that will be made over a 25-year period. The RTP is a comprehensive statement of the regional future transportation needs as identified by local jurisdictions, the State, and other planning and public stakeholders. The TIP (current FY 2016-2021 TIP) allocates federal funds for use in construction of the highestpriority transportation projects in the near term of the RTP.

PROJECTS SPECIFIC TO JOHNS CREEK

- FN-233A: McGinnis Ferry Road Widening from Union Hill Road to Sargent Road
- FN-263: Kimball Bridge Road Widening from State Bridge Road to Jones Bridge Road
- FN-264: Abbotts Bridge Road
 Widening from SR 141/Medlock
 Bridge Road to Peachtree Industrial
 Boulevard
- FN-270: Jones Bridge Widening from Douglas Road to McGinnis Ferry Road
- FN-287: Abbotts Bride Road Operational and Safety Improvements
- FN-288A: Barnwell Road Operational Improvements
- FN-300A: Jones Bridge Road Widening from Waters Road to Buice Road
- FN-300B: Jones Bridge Widening from Buice Road to State Bridge Road
- GW-402: Rogers Bridge Connection from Rogers Bridge Trail in the City of Johns Creek to Rogers Bridge Trail in the City of Duluth (sponsored by City of Duluth)

CONCEPT 3 REGIONAL TRANSIT PLAN // 2008

Concept 3 is the Atlanta Region's official long-range transit vision.

The vision was adopted in 2008 and serves as the transit element of the Aspirations Plan of the Regional Transportation Plan.

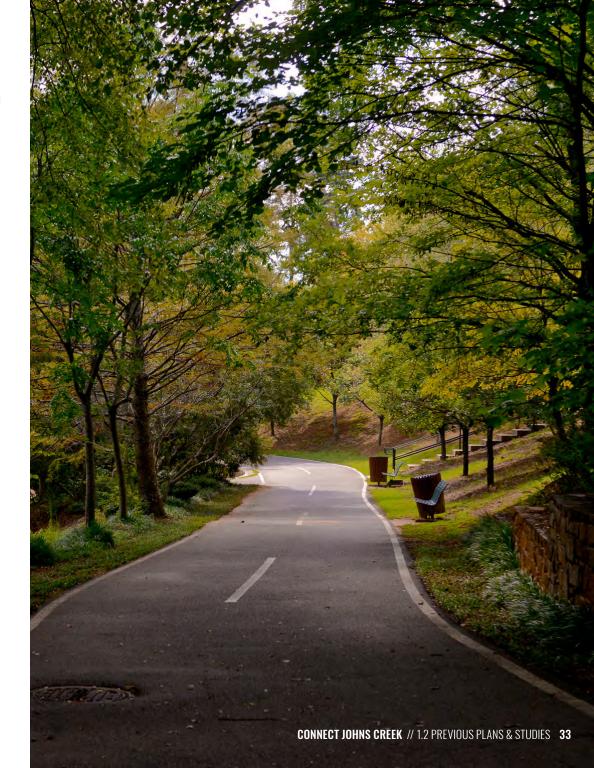
The plan identified a future arterial bus rapid transit service along the State Bridge Road corridor, connecting Marietta to Lawrenceville. At this time, no definitive plans for this service are included in the RTP.

NORTH FULTON COMPREHENSIVE TRANSPORTATION PLAN // 2010

The 2010 North Fulton Comprehensive Transportation Plan was a joint effort between the Atlanta Regional Commission (ARC) and the six North Fulton cities to develop multi-modal transportation priorities and solutions for the region. The plan provides a vision for regional transportation. The projects identified in the plan are implemented by the cities and/or incorporated into ARC's transportation plans for project funding. In 2016, an update to the plan began.

PROJECTS SPECIFIC TO JOHNS CREEK

- Johns Creek Connection to Big Creek Greenway
- Capacity Improvements to Abbotts
 Bridge Road
- Capacity Improvements to Kimball Bridge Road
- Capacity Improvements to McGinnis Ferry Road
- Corridor study of State Bridge Road
- Develop an overlay ordinance for State Bridge Road



1.3 // EXISTING CONDITIONS

EXISTING LAND USE

Before this area was known as Johns Creek, it was under the control of Fulton County. The regional population boom of the 1990s and early 2000s led to a sprawling pattern of single-family residential subdivisions and strip retail along major corridors. When the City was incorporated in 2006, it inherited this suburban form.

SINGLE FAMILY RESIDENTIAL

The most prominent land use in Johns Creek is single-family residential, at 65% of total land. The majority of single-family residential lands is in subdivisions and planned communities.

MULTI-FAMILY RESIDENTIAL

Currently, the City has a small amount of land being used as multi-family housing. It is estimated that only 4% of all residential lands are used for multi-family housing.

COMMERCIAL - RETAIL

Most commercial retail land is made up of strip shopping centers with anchoring grocery stores and big box stores, and is located along SR 141 Medlock Bridge Road and clustered around major intersections.

COMMERCIAL - OFFICE

The majority of the City's commercial office land is in Technology Park.

RELIGIOUS/NON-PROFIT

These lands include churches and other tax-exempt lands owned by non-profit agencies.

FULTON COUNTY SCHOOLS

These lands include all properties owned by the Fulton County school district.

GOVERNMENT

These lands are owned/operated by either the City or Fulton County, including the fire station, police station, and county libraries.

RECREATION - PUBLIC

13% of land in the City is used for parks and recreation. Parks designated as

"public recreation" include all Cityowned parks and the Chattahoochee River National Recreation Area (owned by the U.S. National Park Service).

RECREATION - PRIVATE

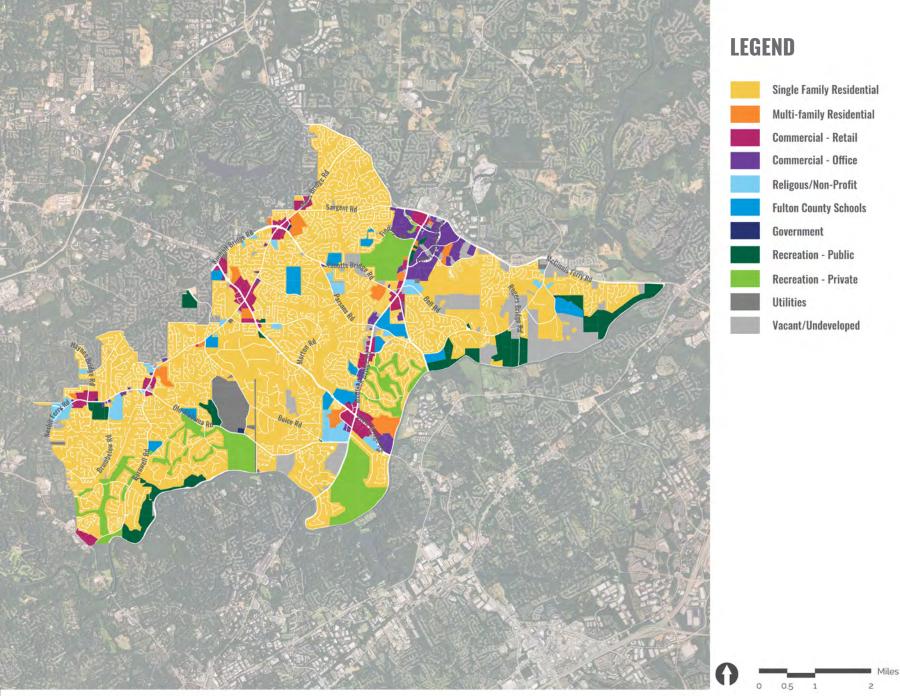
There are areas designated as "private recreation." Those places include golf courses, swim clubs, and any other form of recreation that is not otherwise funded by the City or County, or open to the general public.

UTILITIES

The most prominent utility is the Atlanta-Fulton County Water
Treatment Plant, a surface water
filtration plant that serves northern
Fulton County. Other areas used for
utilities include a cell phone tower off
Bell Road near McGinnis Ferry Road, a
Georgia Power easement running from
the river north past Buice Road, and
water towers off Jones Bridge Road
near Morton Road.

VACANT

At last count, Johns Creek has approximately 1,200 acres of vacant or undeveloped land scattered throughout the City.



ZONING

The City of Johns Creek currently uses a modified version of Fulton County's zoning ordinance, which they inherited after incorporating in 2006.

SINGLE FAMILY RESIDENTIAL

Out of the City's 22 zoning districts, 15 are residential zoning districts, with 9 of those being single-family zoning districts. Each of these permit single-family dwellings, while some also permit agriculture and/or two-family dwellings. The key differences between these districts, other than whether or not they allow agricultural uses or two-family dwellings, is the minimum lot size, minimum yard, and minimum heated floor area requirements.

MULTI-FAMILY RESIDENTIAL

Four of the remaining residential zoning districts permit multi-family housing. While each of these allow single family dwellings to be built in those districts, the emphasis is on townhomes, duplexes/triplexes/quadplexes, multi-family dwellings, and group residences. Minimum lot sizes are considerably smaller than

the single-family zoning districts, and prescribed densities are higher.

COMMUNITY & NEIGHBORHOOD DISTRICTS

The Community Unit Plan zoning district accounts for 30% of the land zoned within the City. The purpose of this zoning district is to encourage the development of large tracts of land as planned communities. preserve natural amenities of the land, provide the efficient use of land, and provide a stable residential environment. Permitted uses include both single-family and multi-family dwellings, community centers, and country clubs and golf courses. The Neighborhood Unit Plan zoning district is less prominent, and only permits single-family dwellings and recreational facilities associated with single-family development.

AGRICULTURAL

23% of the City's total land area is zoned Agricultural. The Agricultural zoning district permits large lot singlefamily dwellings, agricultural uses, riding stables, roadside stands to sell agricultural products produced on site, and kennels and veterinary clinics. Minimum lot sizes are quite large: 1 acre for lots with frontage on a paved road, 3 acres for lots with frontage on an unpaved road.

COMMERCIAL

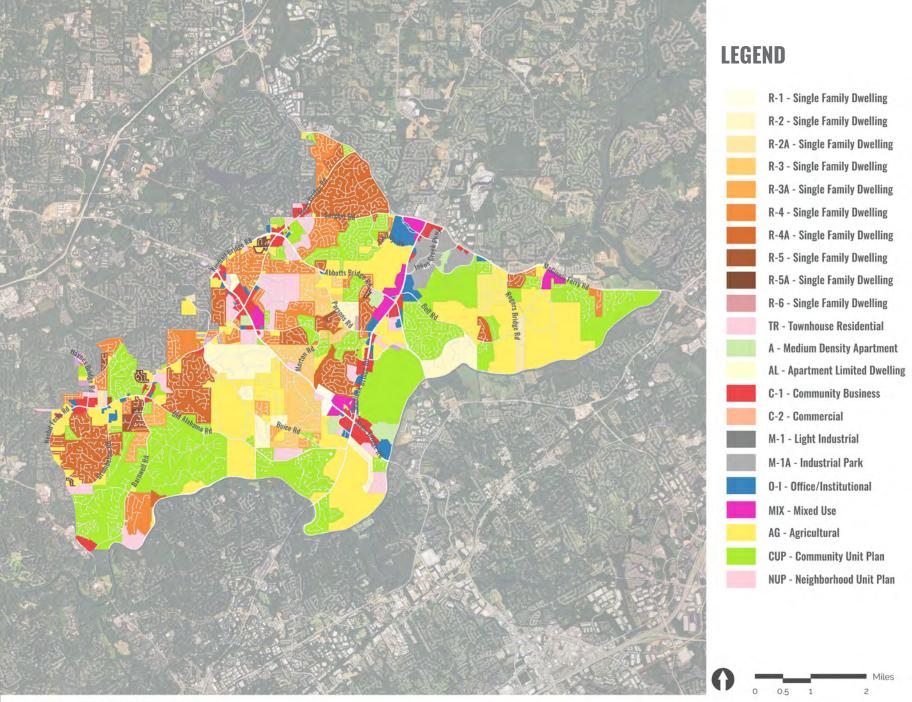
There are two commercial zoning districts in the City: C-1 Community Business District and C-2 Community Business District. Both districts allow for a large variety of commercial and light industrial uses, with C-2 allowing more industrial uses.

MIXED USE

The City's Mixed Use zoning district mandates a residential component, at least one commercial use, and one institutional or office use, and requires developers to install sidewalks and walkways for pedestrians.

INDUSTRIAL

Johns Creek has two zoning districts for industrial uses: the M-1A Industrial Park District and the M-1 Light Industrial District. The key difference between the two zoning districts is their prohibited uses (M-1A has more of these) and their development standards. The majority of the Technology Park area is currently zoned as M1-A Industrial Park.



CHARACTER AREA MAP

The "character areas" were developed as a means to guide future development in 12 distinct parts of the city and protect its character. The plan prescribed a set of land use and transportation goals for each character area, as well as appropriate zoning designations, land uses, densities, and intensities. Currently, the map is used by the City's planning staff, City Council, and developers to make planning and zoning decisions based on their interpretations. Below is a brief summary of the Character Areas grouped into three categories.

RESIDENTIAL CHARACTER AREAS

Out of the 12 character areas, 8 were identified as prioritizing low-density, single-family housing developments. Those areas are: Ocee, River East, Warsaw/Morton Road, River Estates, Newtown, Autrey Mill Pastoral, Shakerag, and Johns Creek North. These character areas differ in their prescribed densities, ranging anywhere between 1 and 4 units per acre. Ocee, Warsaw/Morton Road, and Johns Creek North permit townhouse and condo development. The housing

densities prescribed range anywhere between 3 and 8 units per acre. Each of the residential character areas prescribe a combination of smallscale commercial development and institutional uses like churches, schools, and community facilities.

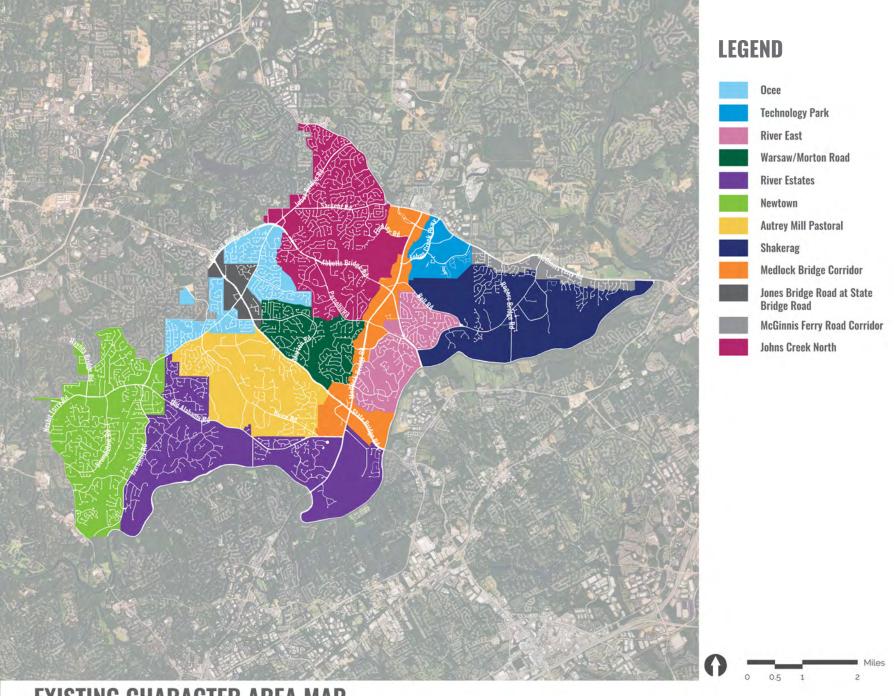
COMMERCIAL & MIXED USE CHARACTER AREAS

There are 3 character areas that prioritize commercial and mixed-use development: Jones Bridge Road at State Bridge Road, Medlock Bridge Corridor, and McGinnis Ferry Road Corridor. The Jones Bridge Road at State Bridge Road character area was intended to become a mediumintensity (3-4 stories) activity node with commercial, multi-family residential units, and civic uses, providing an ideal gateway to the neighboring City of Alpharetta. The Medlock Bridge Corridor character area was intended to evolve from a predominately strip commercial area to a premier boulevard with three activity nodes near State Bridge Road, Abbotts Bridge Road, and McGinnis Ferry Road, each with high density multifamily residential developments,

commercial/office mixed use, and institutional uses. The McGinnis Ferry Road Corridor character area was envisioned as a neighborhood-scale gateway into Forsyth County and Gwinnett County with 3-4 stories of general mixed-use developments and higher density, single-family housing developments.

TECHNOLOGY PARK CHARACTER AREA

The previous plan intended to continue populating the Technology Park character area with a high density of offices and institutional uses, with special attention given to corporate offices and secondary uses like food and retail establishments to support office workers. The City had envisioned by 2015, the area would be a gateway filled with 6-8 story mid-rise buildings with a few anchoring corporations. However, the Great Recession prevented this vision from becoming realized, as development slowed in Johns Creek and as corporations like State Farm made plans to leave the City for office space located closer to transit.



EXISTING CHARACTER AREA MAP

TRANSPORTATION

An inventory of the existing transportation conditions was performed to establish a baseline understanding of the existing roadway network, facilities for pedestrians and cyclists, and existing transit service.

VEHICULAR CONDITIONS

The existing roadway network serves the residents, businesses, and commuters traveling through the City. A key aspect of the roadway network is the number of travel lanes along the major streets. The map on page 28 illustrates the number of existing travel lanes for each road. The number of vehicles traveling along the major streets is illustrated on the map on page 29, based on the Atlanta Regional Commission's regional travel demand model. The model includes certain characteristics of the transportation system, including the number of lanes on major roadway segments as well as posted speed, both directly affecting the capacity of each segment to process and accommodate traffic demand. Using existing land use data (population, household, and employment figures), the travel demand model is then able to estimate

how traffic is utilizing the transportation system, and subsequently traffic congestion.

Level of Service

Many of the roadways throughout the city are currently at overcapacity during peak commute periods. This is confirmed by reviewing the travel demand model's results for the existing (2015) vehicular congestion during the peak periods. The model provides the Level of Service (LOS) in both the AM (6-10 AM) and PM (3-7 PM) peak periods. LOS along streets is an indication of travel speed and is measured from "A" (best conditions) to "F" (worst conditions). The corridors with the highest daily traffic volumes are SR 141/Medlock Bridge Road and State Bridge Road. The congestion levels (as shown on the maps on pages 30 and 31) indicate that some roadway segments experience a poor level of service (LOS E/F) while many secondary streets experience better travel times and less congestion with LOS A through LOS D. These figures are based on the Atlanta Regional Commission's Regional Travel Demand model; the public may experience different condition.

Demographics

There is demographic data that can suggest the transportation needs of a community. Among the more straightforward is reviewing levels of vehicle ownership as obtained from the U.S. Census Bureau (estimates shown on the map on page 32). Households with limited access to personal vehicles may depend on walking, biking, transit, taxis, or sharing rides with others to meet their needs. The vast majority of city residents own vehicles and use them as their primary mode of transportation. However, single-occupant vehicles result in more vehicles on the streets, which negatively impacts both residents' and employees' commutes during the peak periods.

Traffic Accidents

Traffic safety is a marker of how the existing transportation system is functioning. The crash data (years 2013 to 2015) available from Johns Creek Police Department was used to develop the map on page 33 indicating the location of crashes. As expected, the higher volume roadways and intersections experience the majority of accidents.

NEEDS & OPPORTUNITIES

The identification of key needs and opportunities for improvement is an important part of the comprehensive planning process. The community engagement process provided a preliminary list of transportation needs and opportunities. The list was subsequently commented on and refined throughout the process.

Needs //

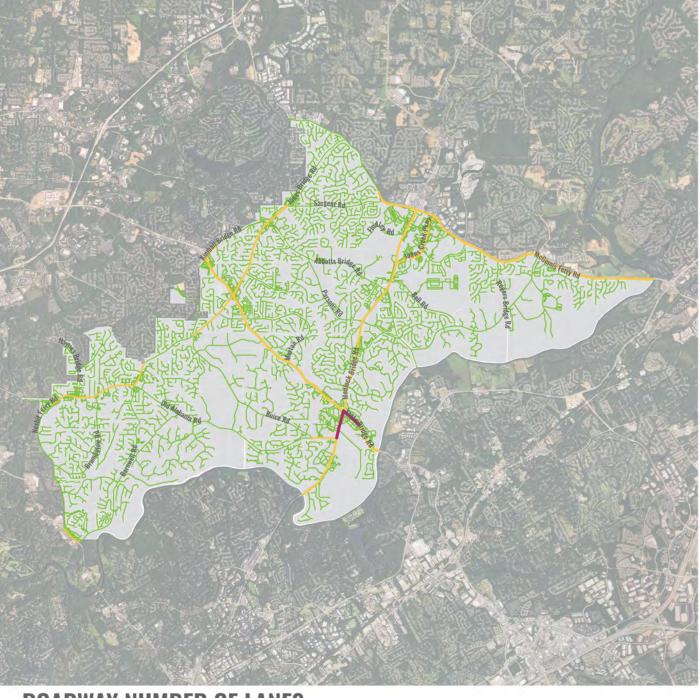
- Identify way to minimize reliance on vehicle as primary mode of
- Identify transportation options for residents
- Address capacity needs during peak commute times as appropriate given right-of-way and other constraints
- Address the challenge of limited crossings over the Chattahoochee River
- Address the high percentage of residents who commute out of the city for work; high percentage who commute into the city
- Address regional through trips that does not begin or end in the City of Johns Creek
- Address through traffic will continue to grow due to growth in surrounding communities
- intersections in the community which are over capacity
- Minimize the negative impact the school traffic has on the morning

- rush hour
- Address how neighborhoods are not well connected to schools. parks, and destinations with pedestrian or bicycle facilities
- Identify ways to enhance transportation safety for all modes
- Address the limited transit service provided by GRTA Express buses
- Determine the role of transit in addressing community transportation needs

Opportunities //

- Improve transportation options for residents making short trips within the city
- Increase multi-modal transportation choices to help ease local vehicular traffic demand
- Maximize capacity of key corridors
- Support shuttle service (public or private) for trips
- Provide reliable trip times
- Coordinate transportation investments with land use & development decisions
- Add/improve connections through existing retail centers

- Utilize travel demand management strategies such as teleworking and ride sharing to reduce congestion
- Coordinate policies with adjacent municipalities to address regional transportation challenges
- The Chattahoochee River corridor may offer opportunities to incorporate bicycle and pedestrian infrastructure enhancements
- Utilize the existing wide rightof-way and easements in places to provide transportation infrastructure
- Develop a network of golf cart paths
- Consider the pedestrian and bicycle facilities of neighboring communities to develop a regional pedestrian and bicycle network
- Prioritize pedestrian and bicycle infrastructure within and to major activity centers in the community
- Encourage more parents to use the school buses rather than driving their kids to school

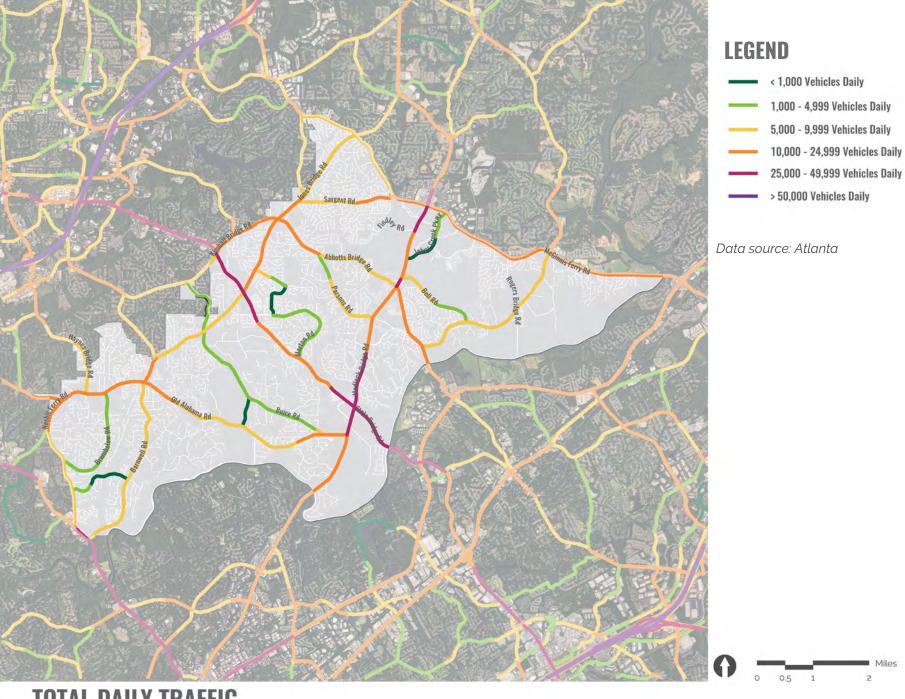


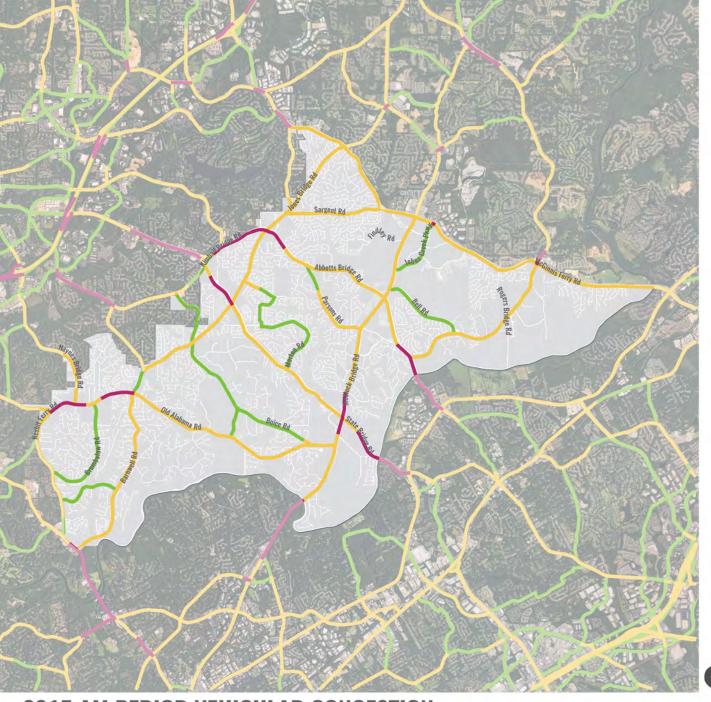
LEGEND

2 Lane Roads

4 Lane Roads

6 Lane Roads





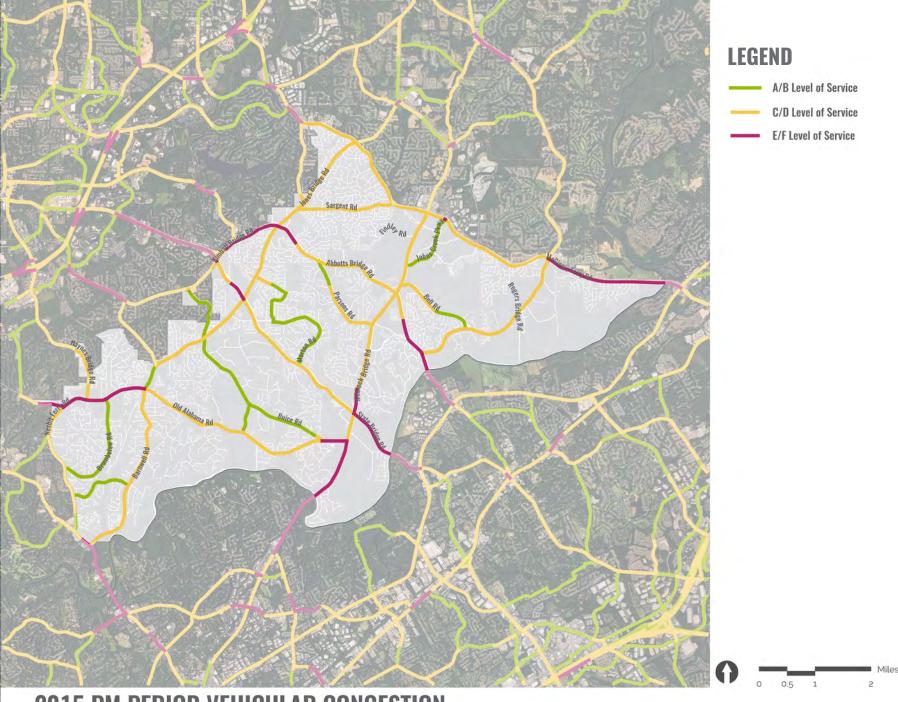
LEGEND

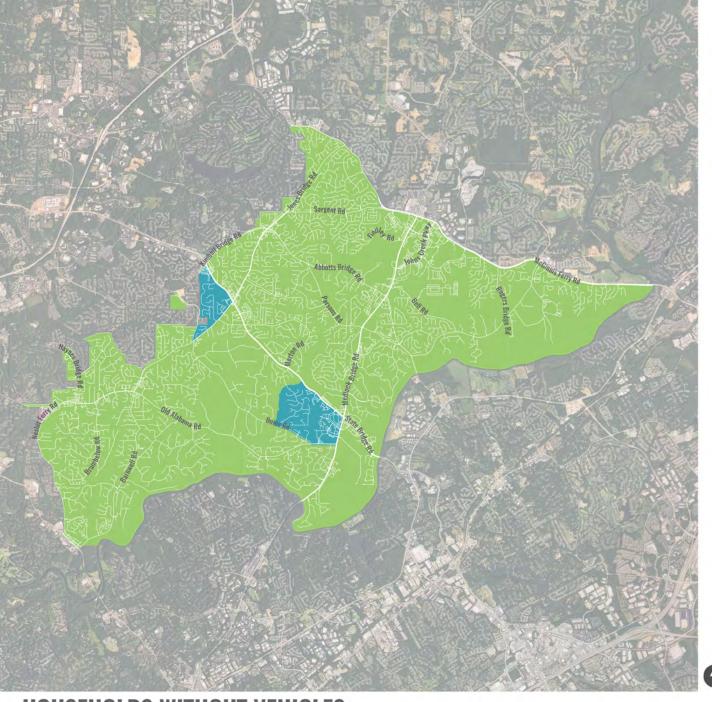
A/B Level of Service

C/D Level of Service

E/F Level of Service



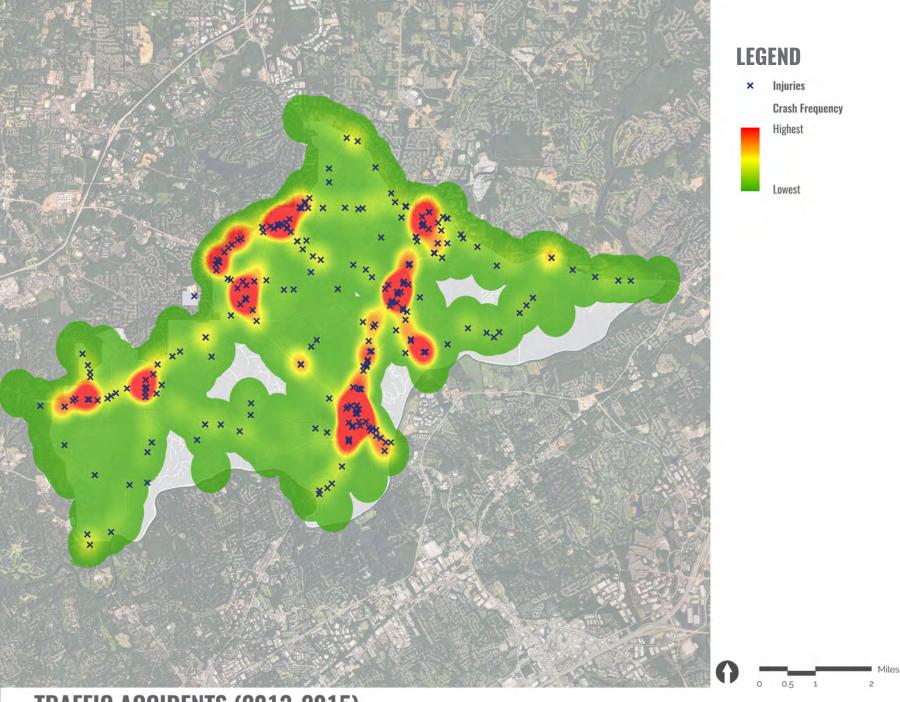












TRAFFIC ACCIDENTS (2013-2015)

EXISTING PEDESTRIAN AND BICYCLE CONDITIONS

The inventory of existing sidewalks and multi-use trails is maintained by the City. Sidewalks are designated for pedestrian use and are typically 5 feet in width; however, the width varies. Multi-use trails are designated for pedestrian and bicycle use, and are typically a minimum of 8 feet. The map to the right illustrates the pedestrian facilities within the City. The map illustrates that there is a network throughout the City; however, there are many gaps along major streets and some residential neighborhoods are without sidewalks. The City has been working to expand and filling in sidewalk gaps during the past decade.

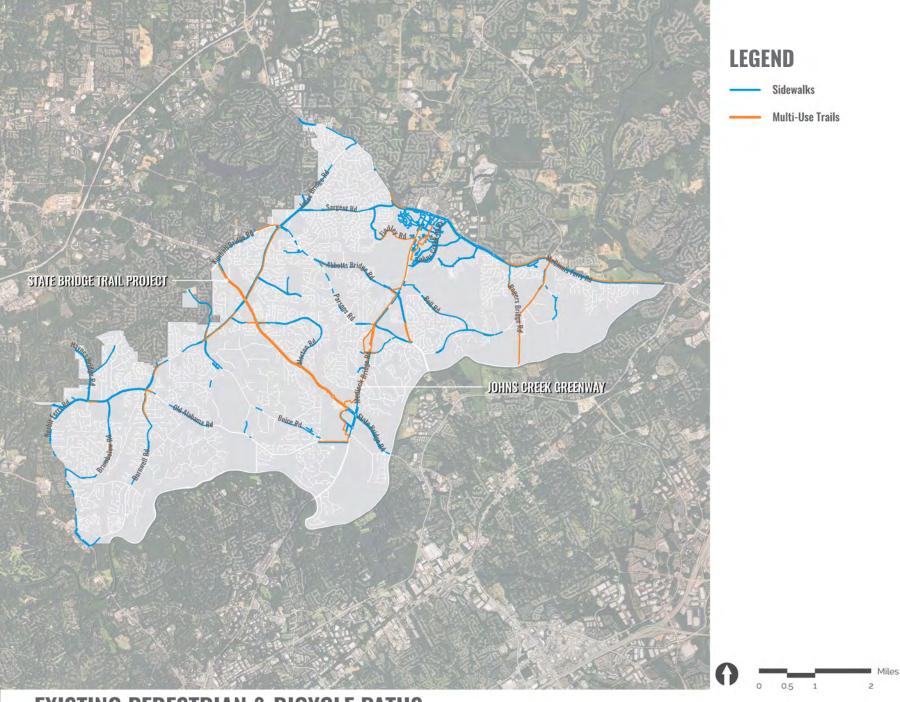
Additionally, the City constructed the Johns Creek Greenway multi-use trail, which provides a 3.6 mile facility along the west side of SR 141/Medlock Bridge Road from Findley Road to Old Alabama Road. Another notable addition was the State Bridge Road project, which constructed multi-use trails along both sides of the street for 3.2 miles, extending from Kimball Bridge Road to SR 141/Medlock Bridge Road.

There are limited designated bicycle facilities along streets within the City. Bicyclists are observed riding in the travel lanes or on multi-use trails. Many people choose to walk or bike for recreational purposes, versus for more utilitarian reasons, like commuting.

Below: Sidewalk along Jones Bridge Road, near Abbotts Bridge Road/Kimball Bridge Road

Multi-use trail along SR 141/Medlock Bridge Road, near the Technology Park area



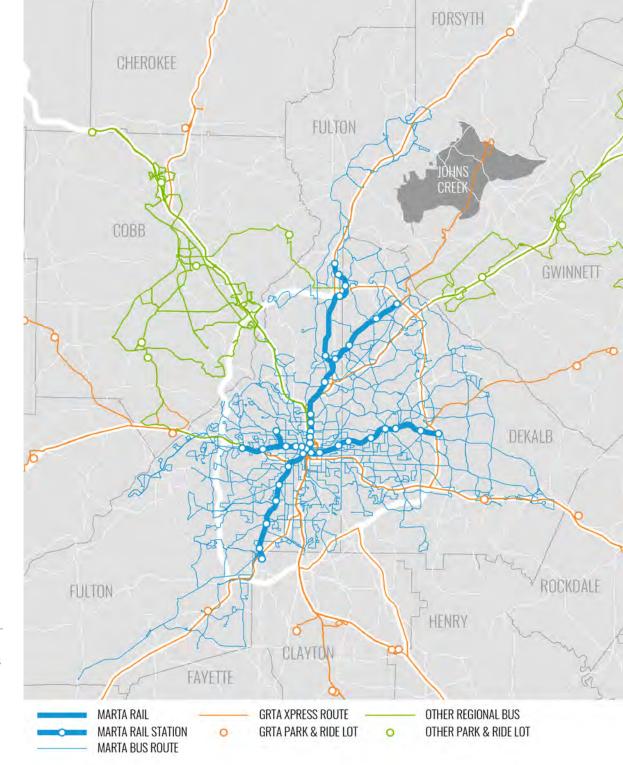


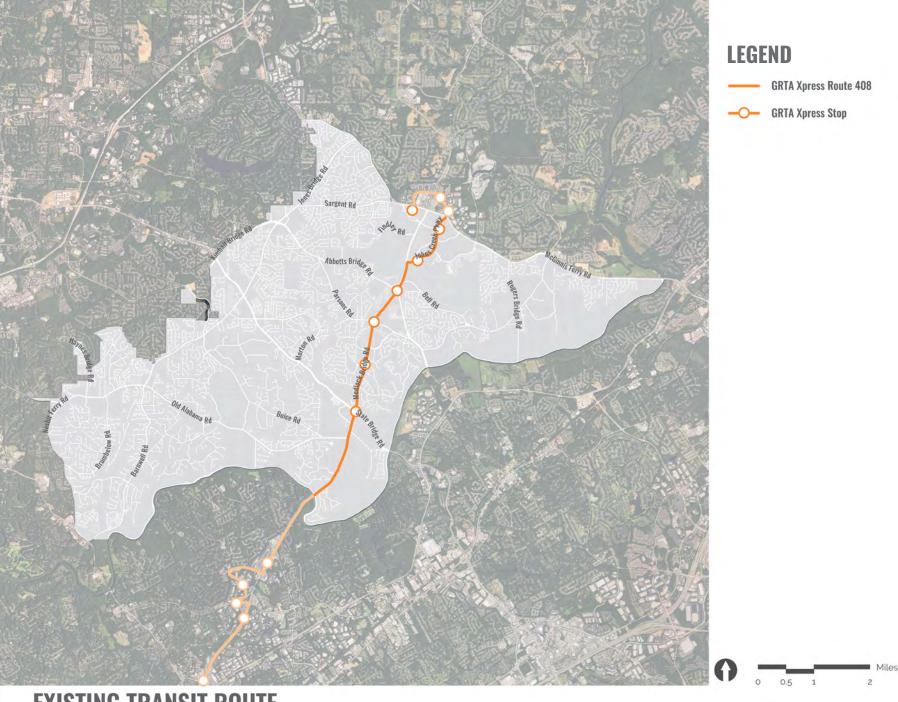
EXISTING TRANSIT CONDITIONS

Johns Creek is located within the Metropolitan Atlanta Rapid Transit Authority (MARTA)'s service boundary, however, there is currently no MARTA-operated transit service located within the city limits. Residents are able to access the MARTA system, but they must first travel outside of the city, most likely by personal vehicle.

The Georgia Regional Transit Authority (GRTA)'s Xpress service operates bus routes to provide a commuter route with limited stops to major employer centers around the Atlanta Region. Johns Creek is served by commuter bus route #408 connecting Johns Creek Technology Park/Emory Hospital to the MARTA Doraville rail station via SR 141/Medlock Bridge Road. Service is limited to weekdays and only the morning and afternoon peak periods. During the morning, there are two buses inbound (south) and three buses outbound (north). During the afternoon, there are three buses inbound (south) and two buses outbound (north).

Right: Snapshot of regional transit in the Atlanta Region and its relationship to Johns Creek.





1.4 //MARKET ANALYSIS

The market analysis and forecasts consider the City's demographic makeup, the housing market, economic development, and commercial/industrial market patterns for the City. Analyzing these data provides a baseline understanding of the community and can inform what kinds of recommendations are most appropriate to address issues and opportunities.

POPULATION

- The estimated 2015 population for Johns Creek is 83,335.
- The region's population boom in the 2000s resulted in a 2.7% yearly increase in population until 2010, when the rate of growth slowed to a 1.7% yearly increase.
- The City's senior (aged 65+)
 population grew from 3.8% to 8%
 since 2000.
- The City has fewer millennials (persons born between 1980 and 2000) than its neighbors in North Fulton (25%) and the Atlanta Region (28%).



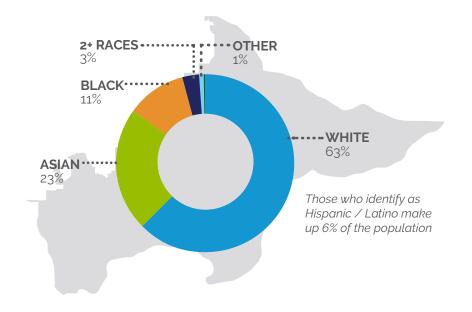
The estimated population for Johns Creek, at last count, is 83,335 people in 26,501 households. The City's population accounts for approximately 23% of that of northern Fulton County, and 1.5% of the Atlanta Region's. Despite the City's rapid population growth in recent years, growth will continue to slow while surrounding areas in North Fulton, Gwinnett County, and Forsyth County will experience a more robust share of the Region's growth over the next 25 years.

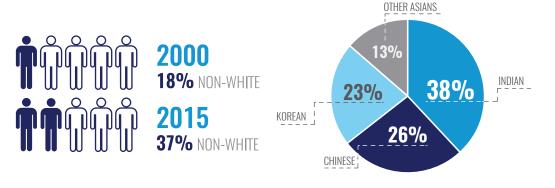


23%
JOHNS CREEK
RESIDENTS



21% JOHNS CREEK RESIDENTS Baby Boomers (persons aged between 50 and 69) and Millennials collectively make up 44% of the City's population. The City has a larger share of Baby Boomers than northern Fulton County and the Atlanta Region, while Millennials have a smaller share. The median age of Johns Creek residents is 38.7 years compared to 36.1 years in the Region.





RACE & ETHNICITY

- While the City is predominately white, in the last two decades. the area now known as Johns Creek has doubled its nonwhite. population.
- 63% of the population is white, 23% is Asian, 11% is black, and the remaining 4% are American Indian, Pacific Islander, some other race, or of two or more races.
- Johns Creek has more nonwhite residents (37%) compared to their neighbors in North Fulton (30%), but fewer than the Atlanta Region (46%).
- 6% of residents identify as Hispanic/Latino, compared to 10% in North Fulton, and 11% in the Atlanta Region.
- The percentage of Asians in Johns Creek is 2 times greater than that of North Fulton, and 4.5 times greater than that of the Atlanta Region. Most of the Asians in Johns Creek are of Asian Indian. Chinese, or Korean descent.
- It is estimated that 24% of Johns Creek residents are foreign-born, compared to 13% in the Atlanta Region.

INCOME

The median household income of Johns Creek is estimated to be \$108,114, nearly double the median household income of the Atlanta Region. It is estimated that 54% of households bring home over \$100,000 per year. The median per capita income is \$43,998.

EDUCATION

Johns Creek residents have a higher level of educational attainment than other communities in the Atlanta Region. 96% of residents over 25 have at least a high school or equivalent, and 64% hold a bachelor's degree, with nearly a third of those having a graduate or professional degree.

HOUSEHOLD CHARACTERISTICS

Johns Creek's housing characteristics are truly unique and significantly different than those of the Atlanta Region.

- 80% of homes are owner-occupied, compared to 65% in the Region.
- Homes in Johns Creek are valued at nearly double the average home in the Region, \$324,400 versus \$167,400.

- Rental units go for a median rate of \$1,353 per month, compared to \$970.
- Homes in Johns Creek tend to be newer: 75% of houses were built between 1980 and 2000, during the population boom. Only 3.5% of houses were built before 1980.
- 77% of housing stock are singlefamily detached units; singlefamily attached units (townhomes) are 9% of housing stock.
- The average household size is 3.07 people, compared to 2.74 in the Atlanta Region.
- 81% of households in Johns
 Creek are classified as "family
 households." Nearly half of all
 households are families with
 children under the age of 18.
 Comparatively, only 33% of
 households in the Atlanta Region
 are families with children under 18.

EMPLOYMENT

Johns Creek boasts an estimated 23,826 jobs, and 35,443 working residents.

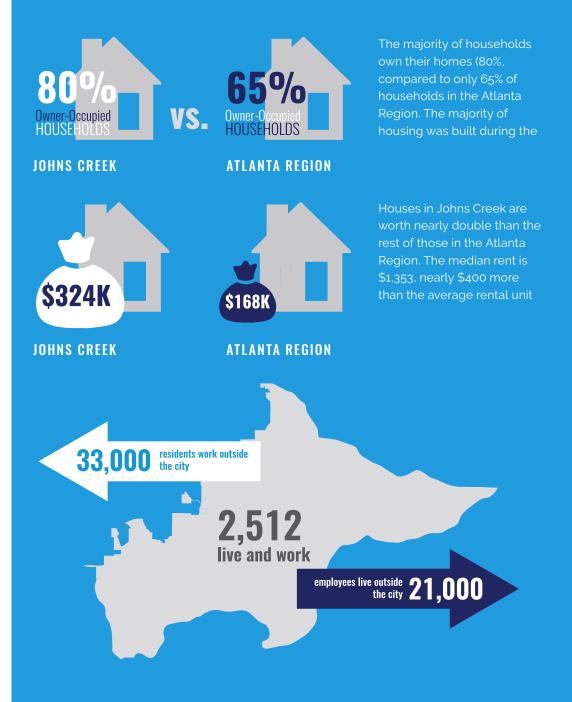
 Of the 23,826 jobs estimated to be located in Johns Creek, the largest sectors represented are finance

- & insurance (15%), retail (13%), and professional and scientific services (12%).
- 46% of Johns Creek's jobs pay more than \$44,000 per year.
- Only 22% of workers in the City are under the age of 30.
- Many of Johns Creek's jobs are located in Technology Park near the Forsyth County border. There are clusters of jobs in shopping and commercial centers near the City's busiest intersections and along SR 141/Medlock Bridge Road.
- 92% of workers have at least a high school diploma or equivalent, while only 30% hold a bachelor's degree or higher (compared to 64% of residents).
- Johns Creek's working residents work primarily in professional and scientific services (24%), education and healthcare (15%), and finance and insurance (10%).
- 61% of working residents bring home more than \$44,000 per year.

COMMUTER FLOW

With more job opportunities available outside the City for residents, 93% of the City's working residents leave Johns Creek everyday to go to work. Only 2,512 people live and work in the City. It is estimated that 21,000 people commute to Johns Creek for work. while 33,000 people leave, meaning that traffic heading out of the City is worse during morning peak hours, and traffic heading back in is worse during the afternoon peak hours.

Most Johns Creek residents work in close proximity to GA 400, primarily within Atlanta, especially northern Atlanta (14%), Alpharetta (12%), Sandy Springs (8%), and Roswell (5%). Comparatively, commuters to the City come mostly from the same 4 cities. Other commuters are coming from other surrounding cities like Duluth, Peachtree Corners, Milton, and Dunwoody.



TAX DIGEST & TAX VALUE TRENDS

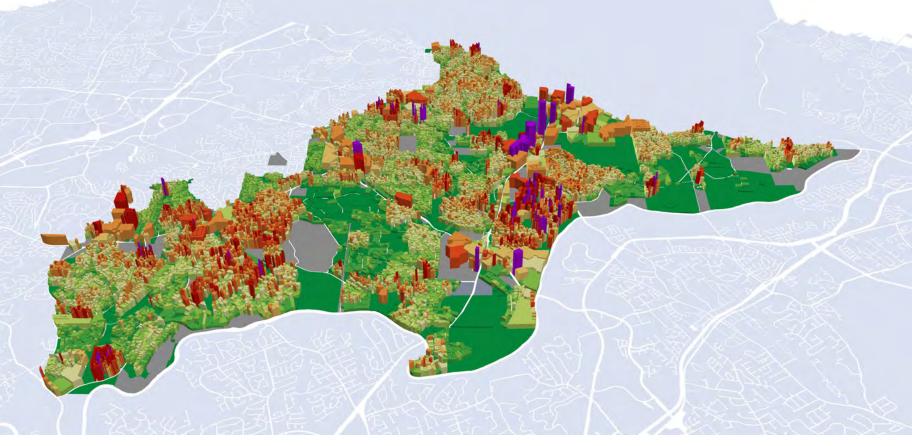
Johns Creek's tax digest in 2016 was \$10.6 billion, with an average tax value per acre of \$644,166. The City's tax value is 7% of Fulton County's, but high property values in the City make their tax value per acre over double that of the entire county. Approximately 84% of the City's tax value comes from residential lands. 86% of the City's total land is taxable--the rest is tax-exempt lands like public land, civic institutions, and churches.

Johns Creek is at a crossroads. Long the model of an affluent, suburban community with high growth rates, the City is experiencing pressures from neighboring communities as well as a second generation of development. However, due to the continuous development pattern and proximate political boundaries, Johns Creek no longer has a surplus of land to develop. Many suburban communities around Atlanta, including Woodstock, Alpharetta, and Suwanee face similar challenges. Each community has responded by allowing (and in some cases, encouraging) dense,

multi-story, mixed use development.
Understanding and measuring the property tax revenue impact of both suburban-style and mixed-use developments is critical to ensuring Johns Creek remains financially sound in the future.

As evidenced by the value per acre trends shown in the map to the right, Johns Creek has no bona fide urban, civic center. For older communities which grew around a downtown, their models usually demonstrate a prominent "spike" in value where downtown-style development concentrates tax value. For Johns Creek, higher values per acre in the city lie in the handful of multi-story buildings along SR 141/Medlock Bridge Road (Johns Creek Walk, senior living centers, and hotels). While some single-family developments show up well in the model, it is not a completely accurate representation of the amount of land they consume. For instance, the high value of a single-family dwelling in a golf course community does not account for the large amount of land necessary to provide the golf amenity.

As the model clearly demonstrates, Johns Creek is experiencing the potential to gain highly productive parcels shown in the purple spikes. The challenge is that those properties are more dependent on the quality of the street conditions, as well as a shared connection to other parcels. Walkability is more critical for these types. There are several parcels within the project area that could gain significant fiscal potency through retrofits of larger tracts. This will require alternative thinking in municipal investment, with efforts toward leveraged investment to cultivate a cluster of mixed-uses to create an activated pedestrian realm. Other communities in the Atlanta region are capitalizing on the market opportunity to cultivate new wealth and efficiency, as well as making places and destinations for their towns and cities. Johns Creek could learn from these communities and create solutions to ensure its fiscal health for generations to come.



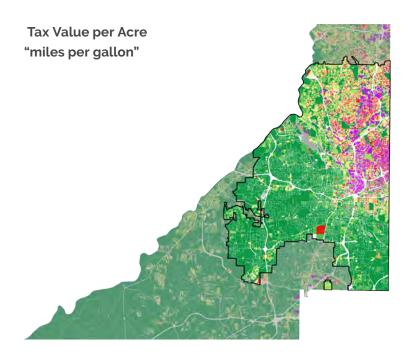
TAX VALUE PER ACRE

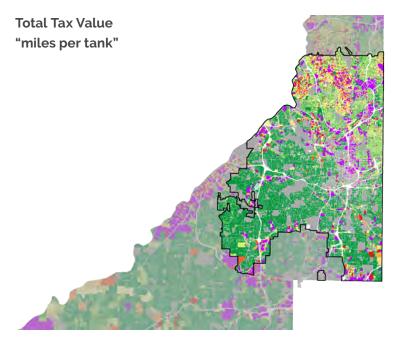




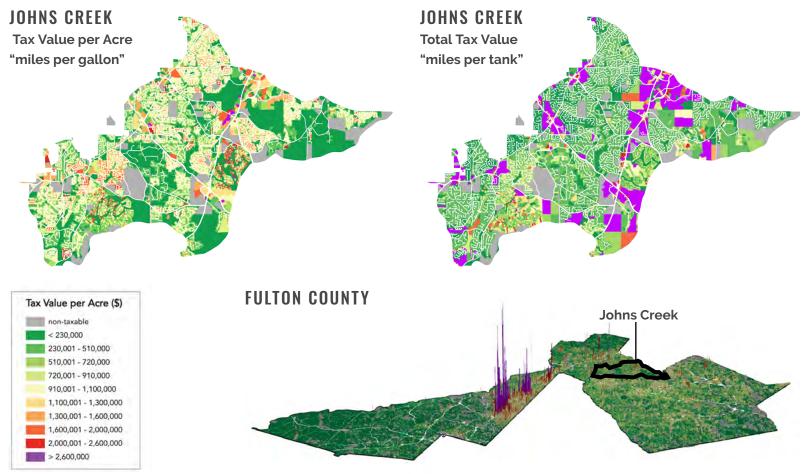
TAX VALUE PER ACRE

Multi-story buildings in the Technology Park area (notably the Hyatt Hotel) are generating some strong value, however other areas are optimal locations for infill redevelopment, particularly the Newtown Park area, with its older shopping center structures dominating the area.



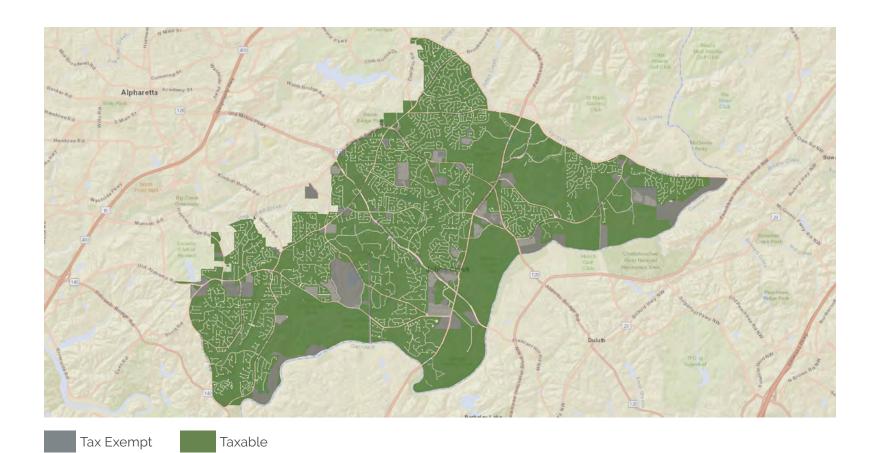


When discussing automobile efficiency, it's helpful to know how many gallons of gas one can get in the tank, but it's more powerful to examine the actual miles per gallon. This analogy can be used to discuss the efficiency of a city's tax digest. Above are two images demonstrating the difference between tracking value on a per acre basis and solely examining the total tax value in each parcel. The area shown demonstrates the large land tracts on the edge of Fulton County, contrasted with a concentration of "purple" values in Atlanta general core area.



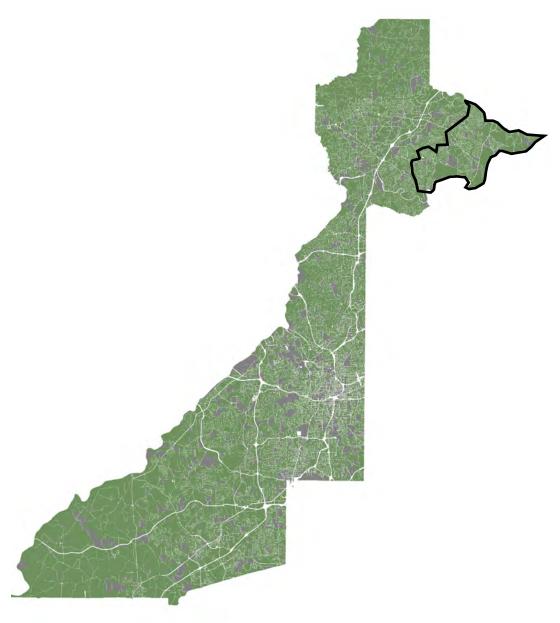
Above are two images demonstrating the difference between tracking value on a per acre basis, this time confined to the political boundaries of Johns Creek. (similar to our use of miles per gallon to gauge automobile efficiency), and solely examining the total tax value in each parcel.

Examining value per acre trends across the metro Atlanta area visualizes some interesting growth patterns. First and most apparent, the City of Atlanta and its secondary downtown-style nodes (Midtown and Buckhead) bring impressive value density. Gwinnett County, the neighboring county to the east-northeast, has a distinctively different growth pattern. Single-use, single-story development dominates Gwinnett County (and Johns Creek). This produces far lower tax value per acre than multi-story, mixed use development patterns. See above image.

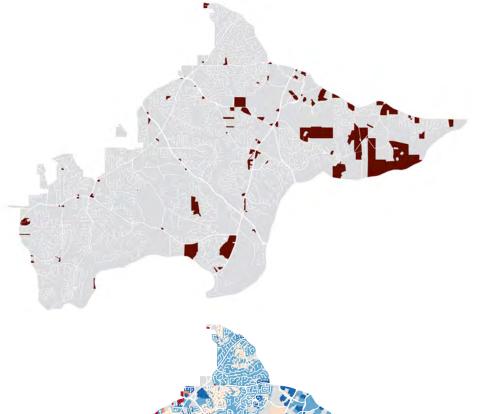


TAXABLE VS TAX-EXEMPT LAND DISTRIBUTION

Tracking public lands is an important land use planning metric, specifically the taxable status of land across the community. In many places, cities and counties are limited in growth by public land like national parks. Johns Creek is on the other end of the spectrum. 86% of the city is taxable land, due largely to the high share of land allocated to residential use.



In examining taxable vs. exempt land in Fulton County, the county's land distribution is very similar to Johns Creek. With the large amount of residential land, and the absence of a national or state park, 90% of the county is tax-producing.

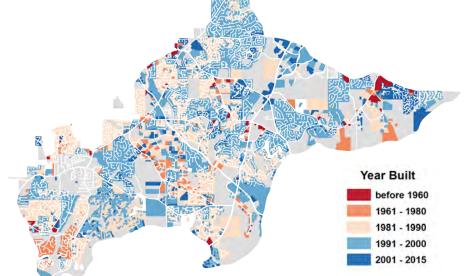


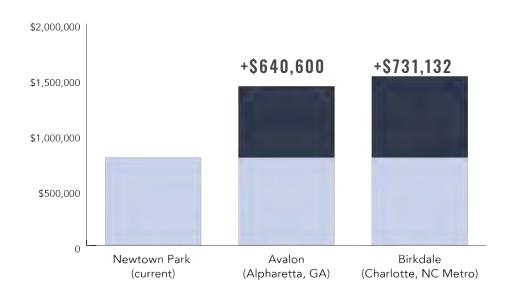
VACANT/UNDEVELOPED LAND

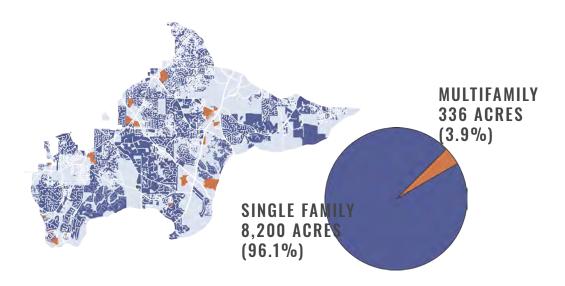
Fulton County Tax Assessors has specified particular properties as "vacant". To the left is a distribution of the properties designated as such. Some of these parcels are stormwater retention zones for Planned Unit Developments, however, there are a few areas that may be able to see new development, and areas not shown that may be redeveloped.

YEAR BUILT STRUCTURES ON PARCELS

Relative to many communities in the United States, even other sunbelt cities, Johns Creek is a young city. The majority of the developed land in Johns Creek was developed after 1990. In fact, 69% of the taxable building value in Johns Creek has been added since 1990 (90% since 1980).





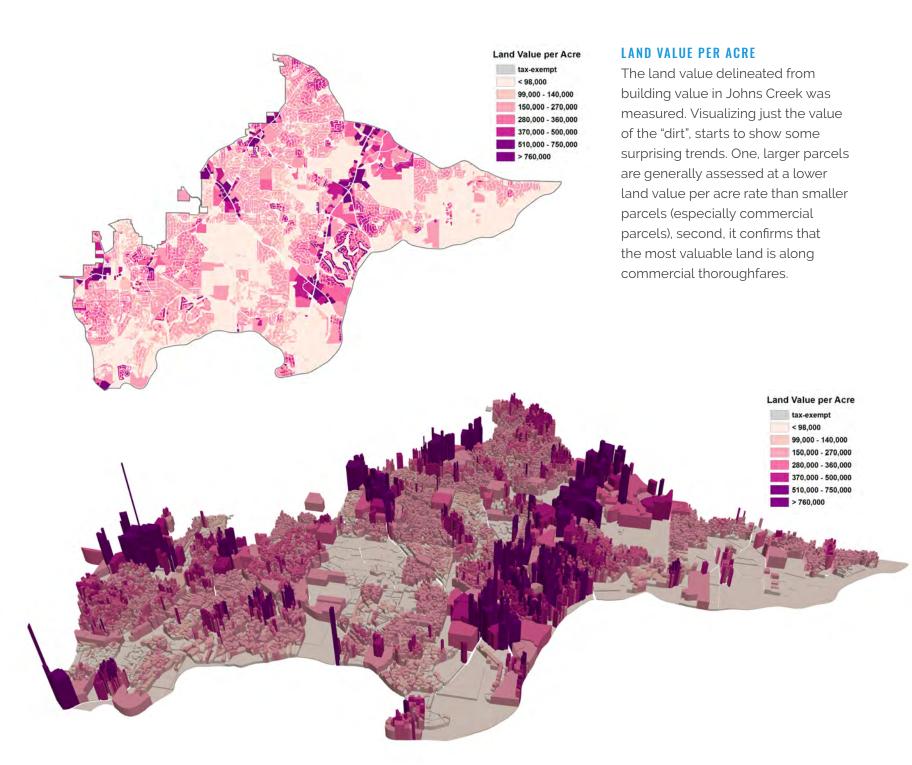


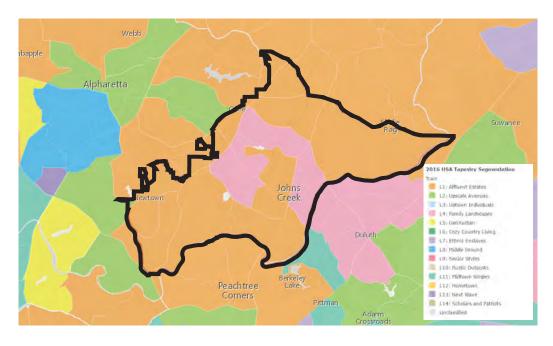
ESTIMATED NEW CITY TAXES - LIVE-WORK-PLAY VILLAGE SCENARIOS // NEWTOWN PARK AREA

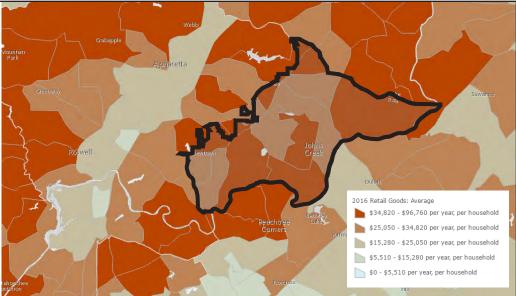
The future tax production of two live-work-play neighborhood village development scenarios superimposed onto the Newtown Park area was studied, Avalon, a multi-story development in nearby Alpharetta, and Birkdale Village, a three-story town center development in the suburban Charlotte area were used to forecast city tax production in the area. Even if just 40% of 106 acre Newtown Park area was redeveloped in the above scenarios, the City of Johns Creek could reasonably expect over \$600,000 in new taxes from each buildout scenario.

AMOUNT OF LAND DEDICATED TO SINGLE FAMILY AND MULTI-FAMILY RESIDENTIAL

It's no secret that Johns Creek is a largely suburban, single family community. That is part of the identity of the place, and why many have chosen to locate in the community. However, it has been noted in several surveys (National Association of Realtors) that generally 20%-28% of any market prefers a urban, walkable, multi-family housing type. Multi-family



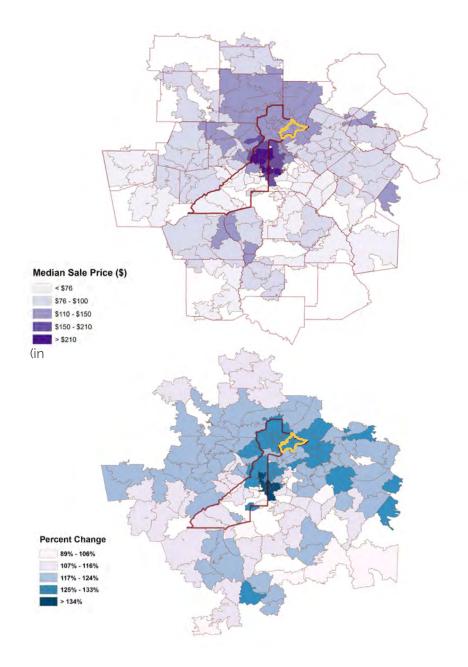




ESRI TAPESTRY SEGMENTATION

ESRI's Tapestry Segmentation, which combines an array of demographic and market data to delineate communities into qualitative types, describes a relatively uniform class across Johns Creek. The majority of the city is designated as "Affluent Estates', which is characterized by high home ownership rates, and very low rates of households earning less than average median area income. There are a handful of pockets in the city with a "Family Landscapes" class. Successful young families in their first homes, multiple workers in the same family, and highly mobile are all characteristics of this class.

ESRI's advanced demographics and market data is also organized to classify the amount of retail spending by zip code in 2016. Above is a snapshot of 2016 retail spending in the Northern Fulton County area, and Johns Creek (slightly shaded). Johns



MEDIAN SINGLE-FAMILY SALE PRICE (2016)

To gauge the single-family housing market across Fulton County and Metro Atlanta, median sale price was averaged for each month in 2016 and visualized across the region using data from Zillow. You can clearly see the dominance of Atlanta proper in regards to median sale price. While Buckhead's zipcodes lead the way in sale price, there is strong value trending north towards Johns Creek.

PERCENT CHANGE IN SINGLE-FAMILY **SALE PRICE (2010 - 2016)**

The same historical sale price data from Zillow was used to run a simple housing appreciation model in the county, and metro area. The median sale price was averaged for each month in both 2010, and 2016. Thereafter the percent change was calculated from 2010 to 2016 to measure where housing prices are sharply increasing. The same patterns emerge with Atlanta proper leading the way in single-family appreciation with increases of over 134% in the sixyear period from 2010 to 2016. Strong appreciation rates trend north, similar

12% RETAIL VACANCY

80/0 SHOPPING CENTER VACANCY



RETAIL MARKET

Johns Creek falls within the Roswell/ Alpharetta/West Gwinnett retail submarket, and lies within the primary and/or secondary markets of seven major regional retail centers: Avalon, Gwinnett Place Mall, Mall of Georgia, North Point Mall. Perimeter Mall. the Forum, and the Collection at Forsyth. The City currently has over 650,000 square feet of retail space spread out amongst 29 buildings, and a vacancy rate of 12.3%. Shopping centers within the City are currently experiencing a vacancy rate of 18%, with the highest vacancy rates (between 21-80%) located in the western half of the City. The average lease for retail in Johns Creek is \$14.85 per square foot.

OFFICE MARKET

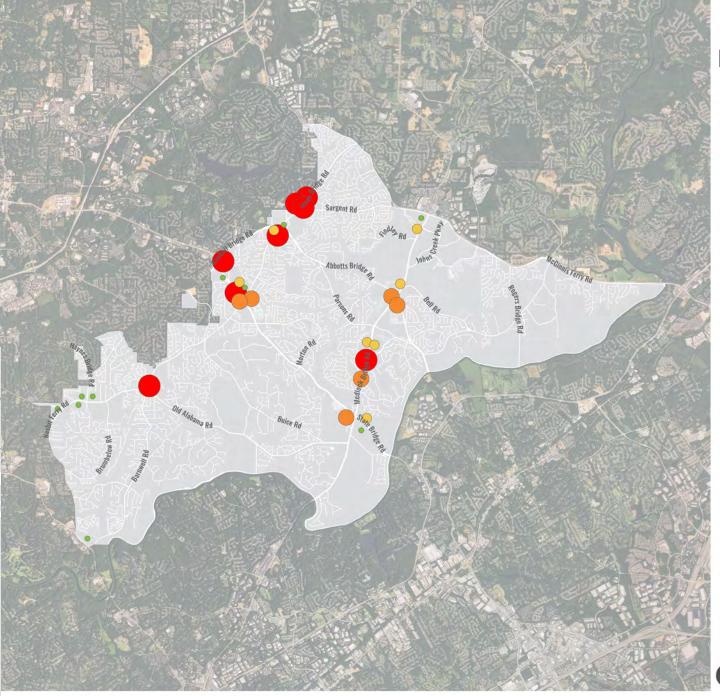
Johns Creek is included in the North Fulton office market, which represents approximately 13% of the total Atlanta market. Johns Creek's local market only represents 3% of the North Fulton market, meaning it is extremely weak compared to not only its neighbors in the submarket but across the entire Atlanta market. At last count, the City has just over 3 million square feet of

office space. 377,000 of that space is vacant, with most of the vacancies located in Technology Park. Rental rates at Technology Park are amongst the lowest in the market at \$17.92 per square foot.

INDUSTRIAL MARKET

Johns Creek falls under the North Central Atlanta industrial submarket, the largest of Atlanta's industrial submarkets. The submarket has approximately 128 million square feet of total space, with 10% of that being vacant.





LEGEND

- Less than 10%
- 11% to 20%
- 21% to 40%
- 41% to 80%

*Each bubble represents a single development

0.5

25 YEAR FORECASTS

The table on page 55 uses the Atlanta Regional Commission's most recent regional growth forecasts to model likely growth of Johns Creek's population, households, and jobs over the next 25 years. The model is based on current land use patterns, real estate trends, and employment trends.

1.5 // SUMMARY OF KEY FINDINGS

DEMOGRAPHICS & POPULATION

- Johns Creek's population saw a huge increase during the turn of the 21st century, but rate of growth has slowed since 2010. ARC's forecasts predict that the City will continue to grow, but at an even slower rate than before, mostly due to the City being nearly built-out.
- Johns Creek's population is more diverse than their neighbors in North Fulton. The City has a larger Asian population that most cities.
- Residents in Johns Creek have higher income and educational attainment levels than other cities in the Region, indicating high buying power and a demand for highly-skilled jobs.

HOUSING

- Most of Johns Creek's housing was built during the regional population boom.
- While housing stock is still fairly new, there could be a push to redevelop older homes in the next 20-25 years, presenting new challenges and opportunities.
- Housing stock is dominated by single-family homes.
- Vacancy rates are very low, indicating a healthy residential real estate market.
- Buying or renting a home in Johns Creek is significantly more expensive than anywhere else in the Region.

EMPLOYMENT

- Johns Creek is not a significant employment center in the Region.
 Currently, the City has less than 10% of the share of total jobs in North Fulton. Most of those jobs are located in Technology Park, along SR 141/Medlock Bridge Road, and clustered near commercial centers at major intersections.
- Most working residents (~93%) commute to other parts of the

- Region for work.
- Jobs located in the City do not typically attract a younger and/or highly-skilled workforce.
- Some businesses located in the City will be leaving for other areas of the Atlanta Region that have transit, Class A office space, and other desirable amenities

TAX DIGEST

 Johns Creek's tax digest is primarily residential, and while property values are high, this does not prove to be a sustainable source of assets as the City's liabilities continue to grow

REAL ESTATE

- There is approximately 4 million square feet of commercial space in the City.
- The City's office market is incredibly weak in the North Fulton submarket, and will grow weaker with businesses continuing to leave for other areas of the Region.
- Retail vacancy is high amongst shopping centers along Jones Bridge Road.

25 YEAR FORECASTS - BASED ON CURRENT LAND USE PATTERNS

25 Year Forecasts	2015	2020	2030	2040
Population	·	·		•
Total Population	83,335	84,693	88,693	91,849
New Population		1,319	4,039	3,156
Annual Pop Growth %	0.3%	0.5%	0.4%	
Households				
Total Households	26,501	28.659	30,012	31,167
New Households		2,158	1,353	1,155
Annual Household Growth %	1.4%	0.5%	0.4%	
Jobs				
Total Jobs	23,826	27,528	29,855	32,071
New Jobs		3,702	2,327	2,216
Annual Job Growth %	2.6%	0.8%	0.7%	

Sources: U.S. Census American Community Survey, 2014 (Base Population & Households), U.S. Census Longitudinal Employer-Household Dynamics, 2014 (Base Jobs) Atlanta Regional Commission (Growth Forecast, Census Tract + Superdistrict Level) Note: Projections do not account for the effects this report's recommendations may have on population, household, and job growth.

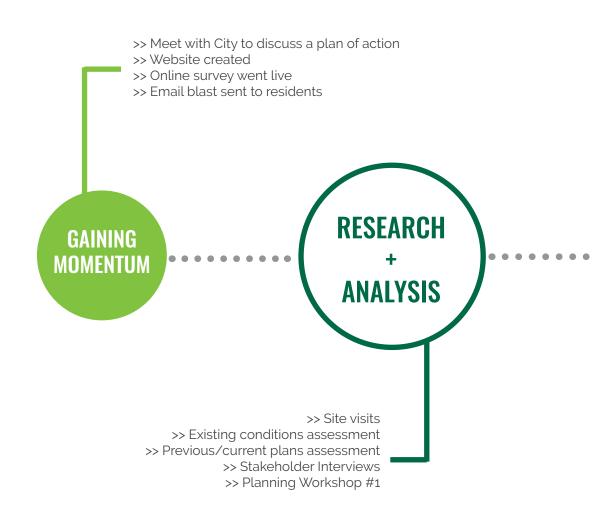




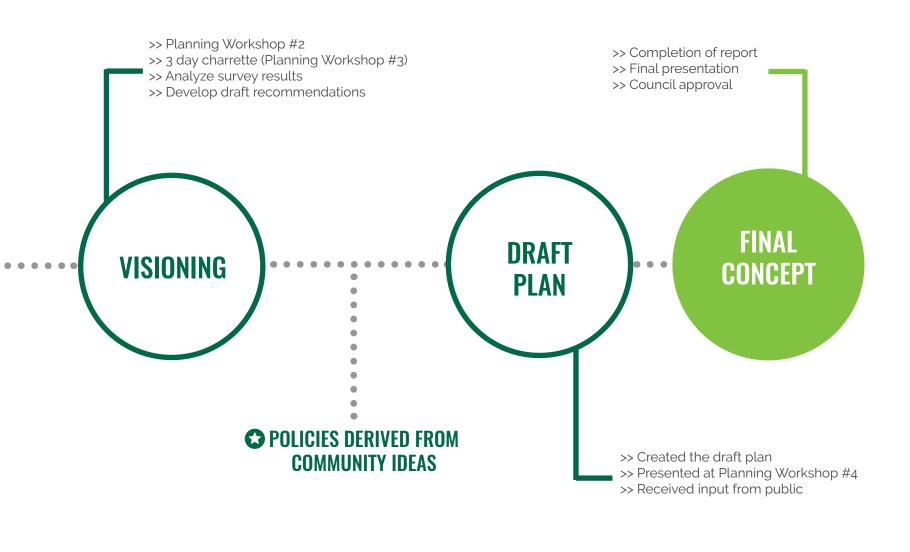
2.1 // PROJECT TIMELINE & SCHEDULE

During the public outreach process (outlined in the adjacent diagram and described in more detail on the following pages), the Project Team:

- Met with the City to craft the Community Participation Plan and project schedule
- Provided a website with project information
- Created an online and print survey to gather input from residents
- Interviewed key stakeholders to gather intel on the City's biggest issues, challenges, and opportunities
- Conducted a tour of communities with the Citizens Advisory
 Committee (CAC) to give them ideas on how a Town Center could be developed, and held meetings with them throughout the entire process
- Hosted 4 planning workshops
- Created initial policy options and project list and displayed them for feedback in Spring 2017
- Finalized the plan update in Summer 2017



CITIZENS ADVISORY COMMITTEE MEETINGS



2.2 // OUTREACH

WEBSITE

The Project Team created a website to be used as part of the outreach strategy. The website, www.connectjohnscreek.com, provided:

- · A schedule of meetings and workshops
- A link to the community input survey
- Contact information for the team
- Presentations given at planning workshops
- Summaries of the workshops and the results of the exercises done at meetings.
- · A draft of the plan to be reviewed before the open house.

COMMUNITY INPUT SURVEY

A 46 guestion survey was hosted online through SurveyGizmo. The survey went live on August 29th. Originally, it was to be closed on December 31st, however, a low rate of responses and public demand prompted the project team to reopen the survey with edits on January 24th, 2017. The survey was officially closed on April 7th, 2017. A visual preference survey was included that asked 11 questions, each presenting 4 options for housing, commercial buildings, and transportation design. An optional portion was included that asked respondents to report their age range, race/ ethnicity, estimated household income, and address. The purpose of this was to see which audiences the survey was reaching, and where the responses were coming from. Respondents were also given the option to provide their name and contact information if they wanted a member of the Project Team to reach out to them with updates. A hard copy of the survey was presented at the first community education session and the first two planning workshops. A full list of questions can be found in the Appendix..







Wildcome to the Connect Johns Greek public input survey! The purpose of this survey is to collect input from residents concerning their thoughts on hew they view. Johns Cheek today, and what they would like to see in the future in order to help the planning team shape an exceptional future for the oily. This survey will take approximately as minutes to complete, and your answers will be legst confidential to the planning team.

KEY SURVEY RESULTS

What is one word to describe Johns Creek today?



What is one word to describe Johns Creek tomorrow?



WHO TOOK THE SURVEY?

As of April 7th, the Project Team received a total of 707

- **574** came from the project website
- 65 came from the City's website
- **26** came from news sources
- 11 came from planning workshops

*Of these respondents...

- 59% are between the ages of 45 and 64
- 87% identified as white
- 81% have a household income of at least \$100.000

*The most responses came from these neighborhoods:

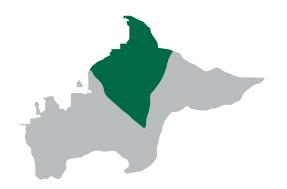
- St. Ives Country Club
- Seven Oaks

A low response rate can indicate a combination of apathy to local issues and ineffective marketing of

*Data taken from the optional, self-identification portion of

KEY SURVEY RESULTS

70% WANT TO SEE A TOWN CENTER DEVELOPMENT

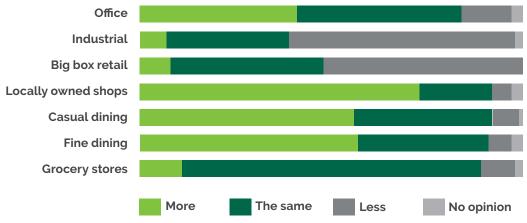


46% THINK THIS AREA IS THE BEST PLACE TO HAVE A TOWN CENTER

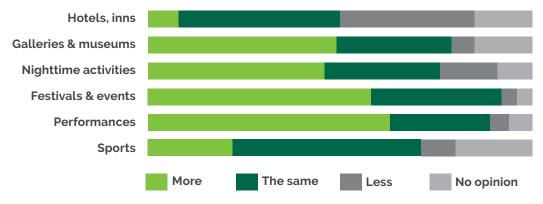




HOW MUCH MORE OR LESS OF THESE BUSINESSES WOULD YOU LIKE TO SEE?



HOW MUCH MORE OR LESS OF ENTERTAINMENT WOULD YOU LIKE TO SEE?



WHAT IS **MOST APPROPRIATE** FOR JOHNS CREEK?







HOW **SATISFIED** ARE PEOPLE WITH TRANSPORTATION?

64% OF RESIDENTS ARE DISSATISFIED

HOW DO PEOPLE WANT TO TRAVEL, BESIDES DRIVING?

65% WALK

50% BICYCLE

41% TRANSIT

WHAT KEEPS PEOPLE FROM GETTING AROUND ON BIKE OR FOOT?

76% THE AMOUNT OF TRAFFIC MAKES IT UNCOMFORTABLE

49% THERE ISN'T A SIDEWALK/TRAIL NEARBY

48% IT'S DIFFICULT TO CROSS THE STREET

34% DESTINATIONS ARE TOO FAR AWAY

24% NO DIRECT ROUTES

WHAT IS MOST IMPORTANT FOR TRAVELERS?

1 VEHICLE MOVEMENT WITHIN THE CITY

2 SHORTER TRIP TIMES

WEHICLE MOVEMENT TO AND FROM THE CITY

4 RELIABLE TRIP TIMES

5 COMFORTABLE TRIPS

6 HEALTH BENEFITS

COMMUNITY EVENTS

City staff took advantage of local community events to education people about the comprehensive planning process, collect input, and conduct outreach for upcoming workshops.

ARTS FESTIVAL

On October 15, 2016, the City held its annual Arts Festival. City staff were present to advertise the first two planning workshops to be held in the coming weeks, and answer questions about the comprehensive planning process.

ANNUAL FARMERS MARKET & TOUCH A TRUCK

City staff attended the Annual Farmers Market and Touch a Truck event on May 20, 2017 to gather residents' opinions about Johns Creek and bring awareness to the comprehensive planning effort, specifically the final planning workshop. Four questions were posted on blackboards:

- · "What is the biggest issue in Johns Creek other than traffic?"
- "If I could change/add one thing in Johns Creek to improve quality of life, I would..."
- · "In Johns Creek, I would preserve..."
- "If I could improve traffic congestion, I would..."

Event attendees added their answers on the blackboards. Top answers ranged from integrating transit into the transportation system, to preserving greenspace and parks, to adding new and better quality entertainment options throughout the City.

Page 66 (top): City staff and residents discussing issues at the annual farmers market

Page 66 (bottom): Blackboard on improving traffic congestion Page 67: Joe Minicozzi of Urban 3 presenting a community education session on economic development



2.3 // PUBLIC ENGAGEMENT

COMMUNITY EDUCATION SESSIONS

The first community education session was held on September 29th, 2016. The presentation was given by Joe Kohl of Dover, Kohl & Partners and Paul Moore of Nelson Nygaard. The first half of the presentation focused on placemaking and how a shift in preferences is creating a shift in how cities are designed, and the second half focused on neighborhood design, primarily how transportation networks influence land use and urban design.

The second session was held on January 25th, 2017. Joe Minicozzi of Urban 3 gave a presentation on economic development, specifically as it relates to Johns Creek. The presentation showed a breakdown of Johns Creek's tax values (as seen on page 41), how they compare to other cities and counties in the Atlanta Region, and how other cities around the country have been able to boost their tax base through redevelopment. It was stressed throughout that in order to be successful in the long run, the City needs to find ways to increase their assets to offset growing liabilities.

Both community education sessions were streamed live through Johns Creek's website, and the videos could be accessed by the public after the sessions.





PLANNING WORKSHOPS

PLANNING WORKSHOP #1/PROJECT KICK-OFF

On Thursday, October 27, 2016, the City of Johns Creek hosted the first planning workshop. Approximately 30 residents were in attendance. This meeting introduced the comprehensive planning process and highlighted aspects of the 2008 Comprehensive Plan.

A presentation on demographics was given to the community to compare conditions from 2008 and today. The 2008 Comprehensive Plan was reviewed, including the previous vision statement and future development map. The Project Team then went over a thorough existing conditions analysis that showed a current snapshot of land use, zoning, transportation, and economic development conditions. Vacant land and shopping centers with low vacancy rates were highlighted and presented as areas most susceptible to change.

After the presentation, the Project Team conducted a SWOT analysis with meeting attendees. Attendees were divided up into 8 tables where they discussed strengths, weaknesses, opportunities, and threats to land use, economic development. and transportation. Each table read aloud their responses, and the results were recorded live on a monitor. The full list of results can be found in the Appendix.

The main takeaways the Project Team gathered after this first workshop is that the City's single-family residential character is important to the community. Traffic congestion is a top complaint of residents, and a strategy to relieve it is a top priority. Finally, the desire for a town center or group of village nodes was expressed.

SWOT EXERCISE RESULTS

TOP STRENGTHS

- Schools are the best in the state

TOP WEAKNESSES

- Little undeveloped land available
- control traffic
- Lack of multi-use trails

TOP OPPORTUNITIES

- Newly-acquired public park land
- Create well connected, bicycle and pedestrian
- Arts and culture center

TOP THREATS

- Continued development of subdivisions outside of city,

PLANNING WORKSHOP #2

The second planning workshop was held on November 10, 2016. Approximately 20 residents were in attendance. At this meeting, two exercises were conducted. The first exercise took the 19 goals formulated by the CAC during their meeting earlier that evening and were prioritized. Meeting attendees were broken up into groups and tasked with ranking the goals from 1 to 19, with 1 being the most important goal. A group leader from each table read their rankings out loud, and explained the reasons behind their choices. The team recorded them, and tallied a composite list. The second exercise involved reviewing the character areas from the future development map created in 2008. There was a split amongst attendees between consolidating some of the 12 character areas and preserving them. Meeting attendees used trace paper to draw over the character area maps to identify consolidations and to begin thinking about nodes or city center locations. The Project Team concluded after this meeting that there was confusion amongst residents about the intent of the future development map, and whether or not it should be revised. Once again, the desire for a town center or village nodes was expressed by most in attendance, but there was disagreement as to where in the City they should be located.



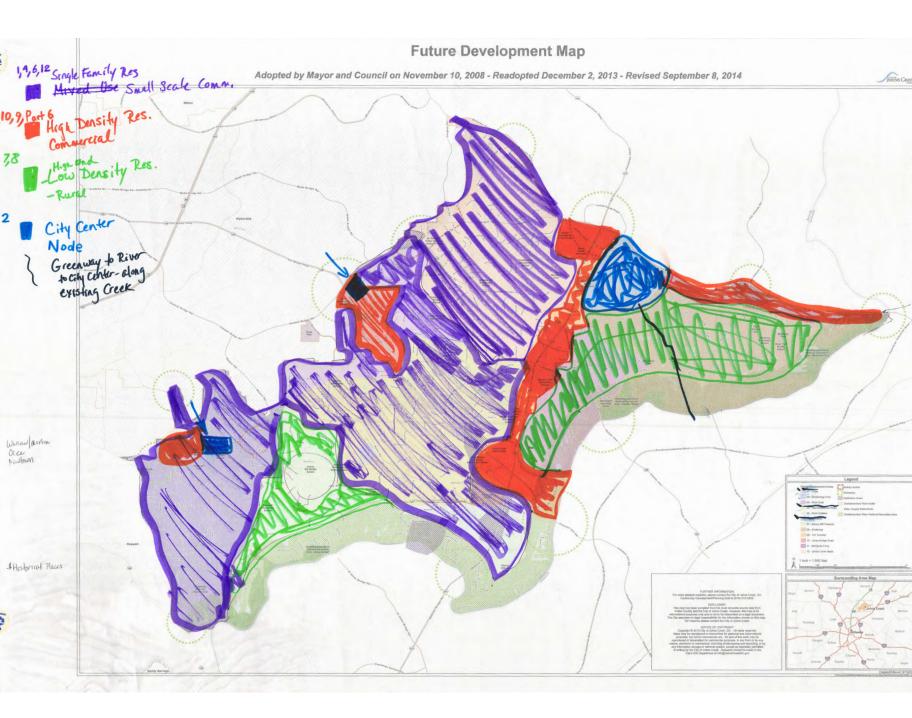
TOP 10 GOALS

- Create a balanced and sustainable transportation network system that increases flow and links highways, bikeways, and sidewalks into a seamless transportation network
- 2. Identify a suitable location to situate a vibrant town center that can compete with other Metro Atlanta attractions
- 3. Develop quality park designs for the newly-acquired parkland
- 4. Provide superior recreational and cultural offerings that positively and regularly engage our diverse population
- 5. Redevelop underutilized commercial centers into connected, village nodes
- Frame future decisions to focus on maintaining local quality schools
- 7. Create an identity for the City that guides our future
- 8. Improve the local street network
- g. Expand our economic base by attracting and creating jobs (i.e. more high-tech jobs)
- 10. Enhance property values

Page 68: Community members sharing their SWOT analyses at Planning Workshop #1

Page 70: A group of meeting attendees working together to decide where to place a town center.

Page 71: One of the results of the character area exercise



PLANNING WORKSHOP #3

The third planning workshop was a three day charrette held from January 24th to January 26th, 2017.

Day 1 //

On Day 1, the entire Project Team met to discuss progress to-date, and reviewed existing conditions. Next, the team conducted site visits to potential redevelopment nodes: the Newtown Park area, the SR 141/Medlock Bridge Road/State Bridge Road area, and Technology Park. Afterwards, transportation improvements for those areas were discussed, and an exchange of general ideas followed. The team broke up into small groups to begin sketching out potential redevelopment ideas for each node. An open house was offered that evening to gather input on the vision statement, goals, and redevelopment ideas; to showcase progress to-date; and to present current survey results.

Page 72: Members of the public participate at one of the open house events held during the workshop.

Page 72 & 73: The Project Team works on developing new concepts for key redevelopment areas.



KEY TAKEAWAYS

- There is preference of condensing quality, commercial development over promoting sprawling development
- The public indicated that they want to maintain or enhance the character of Medlock Bridge Road, and design the street for local residents, not commuters passing through the City.
- The idea of turning derelict shopping centers into temporary or permanent greenspaces was mentioned by the community.
- There is support for public-private partnerships to curb the cost of building new infrastructure (streets, trails, etc.)
- The public wants to continue the development of lower density housing (i.e. single family detached units on lots > 0.5 acres) over condos/apartments/townhomes.

Day 2 //

On Day 2, the Project Team continued to work on concept development, and began translating their ideas to a 3-D medium to better portray their ideas to the community. The only public meeting on day two was the community education session on economic development which was held that evening and is summarized on page 76.

Day 3 //

On Day 3, the finishing touches were added to concept plans, and were prepared for display at the final open house. After the open house, Adam Williamson of TSW gave a presentation to explain node concepts, land use and transportation recommendations in more detail, and to answer any questions that the community had. Overall, the charrette was productive and attendants gave constructive feedback to the concept plans and preliminary recommendations presented.



FUTURE LAND USE MAP

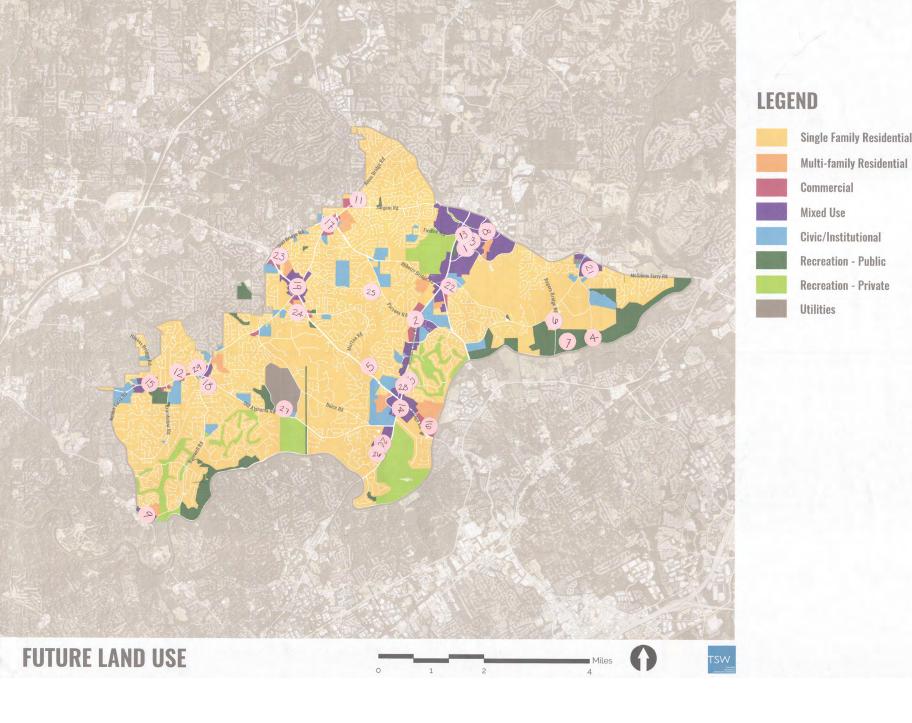
Members of the public who attended the three day workshop were asked to review a draft of the future land use map (page 83) created by the Project Team. Anyone with a comment was asked to place a sticker with a number on it, and write down their comment on an index card with a matching number. Below are some of their responses:

- (3) Put a performing arts center/ symphony hall near the City Hall
- (6) Park land and parking for Roger's Bridge Walking Trail
- (7) Consider some commercial for this area, like restaurants and shops.
- (25) Parsons Road has on both sides 3-6 acre single-family homes.
 They are rural and agricultural.
 Please keep these lots single-family homes so the feeling of the area remains.
- (26) Park with amphitheater, shops, and small restaurants at the Atlanta Athletic Club site

ACTIVITY NODES & LAND USES ACTIVITY

Workshop attendees were presented with an activity that showed potential redevelopment node locations, along with a list of potential land uses that could work in those areas. Attendees were asked to place a green dot by the uses they thought were most appropriate for the area, and a red/pink dot by those uses they didn't think were appropriate. An area for additional ideas and comments was provided. This exercise showed that the community wants to see more dining options, outdoor spaces, and speciality retail across most of the potential redevelopment areas; class A office space, business incubators, a higher education center, and healthcare in the Technology Park area; and a performing arts center and community center wherever the "town center" is located. However, reactions to multifamily, small single family lots, and townhomes as housing options for some areas were mixed.





PLANNING WORKSHOP #4

The fourth and final planning workshop was held on June 1, 2017. It was the most well attended workshop with nearly 60 attendees. The purpose of this workshop was to present the draft plan, and solicit input from the community to further refine the plan to meet their needs.

The workshop began with an open house, where the Project Team displayed boards showing the vision statement, goals, policies, character area map, future land use map, mixed use and activity node designs, and transportation improvements. All attendees were given a packet when they arrived that contained the evening's agenda and comment forms that asked for input for each idea presented, and to rank and prioritize goals, activity center development, and transportation improvements. A set of blackboards asked additional questions. Everyone was encouraged to give their input, whether through the comment forms or the blackboards. The Project Team and members of City staff were available to answer questions.

Following the open house portion was a presentation that further explained all items presented. The Project Team then explained that the draft plan would be uploaded the following week, and comments would be accepted into the following month before being presented to City Council for adoption.

During the question and answer period, concerns about density were raised, and if the residential densities proposed for mixed use areas were too high. Many expressed their desire to keep Johns Creek a bedroom community. Also a concern to many was the potential widening of SR 141/Medlock Bridge Road, a Tier 1 T-SPLOST project to be sponsored by GDOT. Many attendees were not in favor of the project.

Page 81, left: A member of the community asks a question about the future land use map

Page 81, top right: Boards showing the draft plan's goals and policies were displayed for comment

Page 81, bottom left: Adam Williamson from TSW gives a presentation on the draft plan.

GOALS RANKED IN ORDER OF IMPORTANCE

- **1. Goal 3:** Expand the city's economic base
- 2. Goal 4: Provide superior recreation & cultural activities throughout the city
- **3. Goal 1:** Create a citywide multimodal transportation system
- **4. Goal 2:** Create an identity for the city
- **5. Goal 5**: Develop tools required to implement goals

ACTIVITY CENTERS RANKED IN ORDER OF PRIORITIZATION

- 1. Technology Park
- 2. Medlock Bridge at State Bridge
- 3. Jones Bridge at State Bridge
- 4. Newtown

TRANSPORTATION IMPROVEMENTS RANKED IN ORDER OF PRIORITIZATION

- 5. Results to come
- 6. Results to come
- 7. Results to come
- 8. Results to come



STAKEHOLDERS

In order to gather insight on issues and opportunities important to Johns Creek, the City provided to the Project Team a list of stakeholders to interview. Those stakeholders included the Mayor, the City Manager, members of the City Council, and representatives from several boards and commissions in Johns Creek. The project team was able to interview these stakeholders over a 2 week period. Top comments can be found to the right, and a full list of interview questions and answers can be found in the Appendix.

CITIZENS ADVISORY COMMITTEE

The City provided the project team a list of 26 residents that they selected to serve on the Citizens Advisory Committee (CAC). Over 100 people applied to be on the CAC. Members include representatives of the local business community, real estate community, City Council, education, arts and culture community, religious institutions, as well as residents located in all geographical areas throughout the City. A map of their distribution is shown in the Appendix on page 233.

TOP COMMENTS FROM STAKEHOLDERS

GENERAL

- The plan update needs to reflect on future development decisions
- The City needs to create a brand and bring in something unique to draw people in.

LAND USE

- The plan should reassess the future development map--the current map is difficult to use and different interpretations leads to uncertainty to how decisions should be made.
- The zoning ordinance is a mess.
- Explore smart growth strategies to quide inevitable growth.

TRANSPORTATION

- The City needs to explore the roles alternative modes of transportation could have
- Need to increase walkability.
- Many trips do not originate or end locally--pass-through traffic from surrounding areas are contributing to the traffic problem.

ECONOMIC DEVELOPMENT

- An imbalanced tax base that favors residential; more commercial taxes would help keep the City financially stable
- There are no jobs that will attract millennials, or large corporations.
 The City has a lack of Class A office space.
- The City currently has no tax incentives available for businesses looking to relocate to the area, and they lose them to their neighbors.
- Need a town center--there's lots of spending power in the City, but those dollars are being spent elsewhere

HOUSING

- Little housing diversity, which is a deterrent to families who want to move here but don't want to buy or rent larger single-family homes.
- Workforce housing is not realistic
- · Demand for senior housing

ARTS & CULTURE

- The City needs a hub for the fine arts
- The Johns Creek Symphony need a home

The CAC met 10 times during the planning process:

Meeting #1 -October 8, 2016

The first meeting with the CAC was an all-day meeting that began with a presentation on the planning process and existing conditions. After the presentation, attendees went on a tour of communities in the Atlanta Region to see examples of what future development could look like in Johns Creek. The group visited Glenwood Park and Inman Park in Atlanta, and downtown Woodstock, Georgia.

Meeting #2 - October 27, 2016

The second meeting opened with CAC members sharing their main takeaways from the tour conducted on October 8th, and the Project Team sharing data about the communities visited as requested by the CAC. The Project Team then shared with the community some information about the City's previous comprehensive plan, including the vision statement and the future development map, and discussed whether or not they were still appropriate for the community in 2016. Afterward, the CAC and Project Team discussed transportation goals and big ideas.

Meeting #3 - November 10, 2016

The meeting began with a presentation of the results from the SWOT exercise conducted during the planning workshop that took place on October 27th. The Project Team then had each member tell us a goal for the project informed by the SWOT results. This resulted in 19 goals which were to be revealed in the public meeting and ranked by citizens in order of importance.





- "Oity centor" Identity for Johns Creek
- Dulluth, Sumaneo, Roswell

- -City Hall optional
- Newton Park as model, successful use of space - same activities in City ceroter
- Multiple modes/centors, transpo. impedes
 - -contect w/conf cart paths/trails
- Imprare roads for quicker intorary travel
- Stuttle service

94

- Fixing traffic problem -> Economic Dard -> D CONNECT JOHNS CREEK // COMPREHENSIVE PLAN

Meeting #4 - December 15, 2016

The Project Team met with the City and the CAC to have a group discussion on goals, the vision statement, and to view a presentation from one of the committee members. Everyone began discussing the top 10 goals that were ranked at Workshop #2. During this discussion, the committee categorized the goals into land use, quality of life, and economic development. This helped synthesize goals and to determine if any of them should be combined, or become objectives that may be incorporated into an updated vision statement. The group then began to review the 2008 comprehensive plan's vision statement, as well as the vision statement from the City's 2016 Strategic Plan. Lastly, Anand Thacker of the CAC gave a presentation on a "Big Idea" for the city's future. Anand had the idea to transition Johns Creek into a healthcare hub, while maintaining its high quality housing stock. This presentation examined ideas such as healthcare incubators and expanding on the existing Emory Hospital campus.

Meeting #5 - January 19, 2017

During this meeting, discussion centered on the comprehensive plan update's goals. The ten goals that had been previously discussed at the previous meeting were grouped into four primary goals focusing on: creating a citywide multi-modal transportation network, creating a city identity, expanding economic development opportunities, and providing superior recreational and cultural activities citywide. A fifth goal was introduced by City staff to ensure that the City's future zoning ordinance and development regulations would be updated to reflect this plan. The discussion of the goals lead to reviewing two proposed vision statements, and ultimately selecting a preferred option. Lastly, the City Council's recent announcement that they will be purchasing the property located at 11360 Lakefield Drive in Technology Park as the new City Hall location was discussed. Most everyone thought the location was a strong one, as proximity to a new park and the

Page 79: CAC members on the tour of communities on October 8, 2016.

Page 80: A CAC meeting

Page 81: CAC members working together on the future development map

City's investment will help redevelop the Technology Park area. Most felt this location would become the defacto Town Center location; however, they believed the City should continue to prioritize the redevelopment of shopping centers to become live-work-play neighborhood villages.

Meeting #6 - February 2, 2017

This meeting was held one week after Planning Workshop #3 to discuss the results and materials produced. First, a presentation was given by the Project Team on draft land use and transportation concepts developed thus far. The CAC reviewed three alternatives for Medlock Bridge Road that could be implemented in place of the T-SPLOST's widening the road to six lanes. Additionally, a trail map was presented to show a potential multi-use trail system throughout the City. Next, the CAC reviewed design concepts for the Newtown Park area, SR 141/Medlock Bridge Road at State Bridge Road, and Technology Park. These concepts showed a gridded street systems with smaller blocks that would increase walkability. Land uses were not defined in the design concepts as they will be dependent on market conditions. Following the Project Team's presentation, each member of the CAC was given time to speak about their personal opinions on all items discussed.

Key takeaways from this meeting:

- Transportation plans and ideas need more detail and clarification including: an overall master street plan, a project list for roads (especially SR 141/ Medlock Bridge Road).
- Support for maintaining SR 141/Medlock Bridge Road as 4 lanes was heard, as well as the idea to add multi-modal access for bike/ped/golf cart use
- Translate transportation and land use initiatives into policies for additional input.
- Explore other nodes' potential in addition to the ones explored during Planning Workshop #3. The area at Jones Bridge/State Bridge was mentioned the most.

Lastly, The CAC had the idea to draft a survey to generate input on policy items to be included in the plan.



Meeting #7 - March 2, 2017

This meeting was held to discuss the results of the policy survey, transportation concept development, future land use map development, and the character area map. The results of the survey were, overall, consistent and a clear direction was given to the Project Team. Next, corridors and active transportation options were discussed. Regarding the corridors, the hot discussion topics included the possible SR 141/Medlock Bridge Road and State Bridge Road widening projects being reevaluated and whether adding six lanes to McGinnis Ferry was plausible. The Project Team shared some results of scenario modeling that indicated that widening SR 141/Medlock Bridge Road and McGinnis Ferry Road would improve peak period travel times by only a few minutes, further adding to the committee's sentiment that the roads should not be widened to 6 lanes. Lastly, the future land use plan and land use designations were discussed with the CAC. The Project Team reminded the committee that a future land use plan would create a clearer approach to land use and deter

future legal issues. While generally supportive of the future land use plan, the CAC requested that the project team prepare a more detailed study based on residential areas to better guide their input. Next, residential densities were discussed, and it was determined that the previous comprehensive plan's prediction of an additional 14,000-15,000 units was no longer appropriate, and a new, more realistic number would be recommended by the Project Team.

Meeting #8 - March 30, 2017

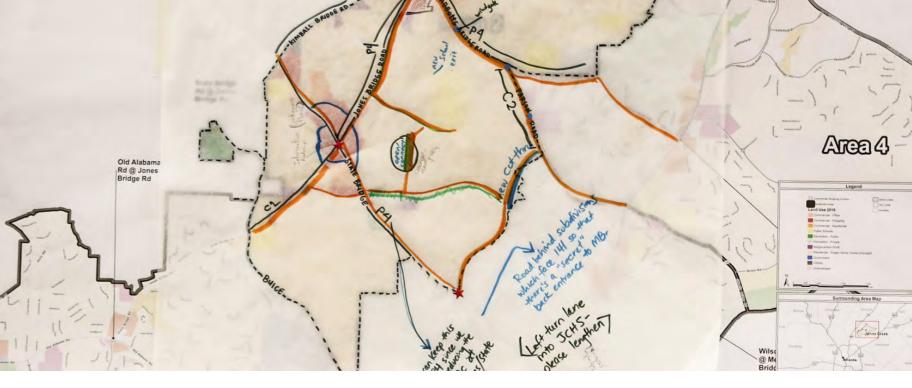
This CAC meeting focused on updating Character Area boundaries, developing the Future Land Use map, and refining citywide transportation policies and projects. CAC members were broken up into 4 groups to focus on these three tasks for smaller subareas in the City: Newtown, Ocee, Warsaw/River Estates/River East, and Shakerag.

The group focusing on **Newtown** identified as top land use concerns:

- · The lack of parks
- Overuse of Newtown Park
- Aging neighborhoods and shopping centers

Top transportation concerns include:

- Congestion on Old Alabama Road
- Congestion on Barnwell Road near the school,
- Lack of walking paths from the school to nearby subdivisions as
 Proposed solutions include:
- Reconfiguring the shopping centers on the corners of Old Alabama and Haynes Bridge Road to include pedestrian access and connectivity between the four corners
- Adding pocket parks wherever possible
- Making Holcomb Bridge Road a gateway into the City
- Adding left turns along Old Alabama Road to ease congestion
- Constructing pedestrian paths between schools and existing subdivisions where possible
- Adding sidewalks along Barnwell Road and Brumbelow Road with a connecting natural trail path between them



The group focusing on Ocee identified as top land use concerns:

- A lack of public park land,
- The overdevelopment of vacant lands
- Empty shopping centers

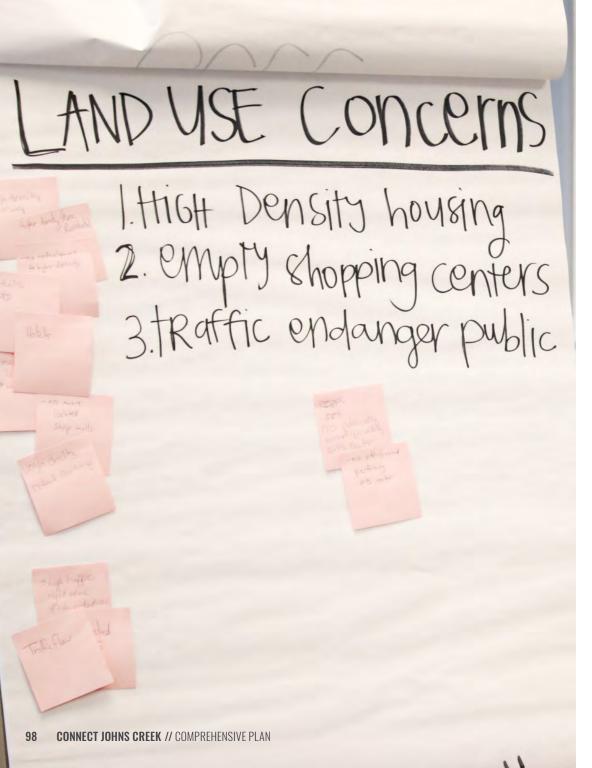
Top transportation concerns include:

- A lack of road connections
- A lack of entrances/exits in subdivisions
- Lack of pedestrian access between residential areas, schools, and shopping centers

To solve these issues, the group recommended:

Redeveloping underutilized shopping centers (such as the ones at Jones Bridge/Sargent/Douglas and Jones

- Bridge/State Bridge) into low-intensity mixed-use, walkable shopping districts
- Converting vacant parcels into parks or keeping them green
- Placing a local road at Taylor Road Middle School and Chattahoochee High School to create another exit
- Creating additional public streets around Jones Bridge Road and State Bridge Road to create additional ways around the intersection
- Adding sidewalks along Jones Bridge Road, Parsons Road, Abbotts Bridge Road, and Sargent Road
- Adding a back entrance to Seven Oaks



The group focusing on Warsaw/River Estates/River East identified as their top land use concerns:

- A lack of public park land
- The overdevelopment of vacant lands
- Inappropriate land uses near residential subdivisions
- Too many big box stores and shopping centers with large parking lots fronting the roadways

Top transportation issues identified include:

- Poor signal timing
- The lack of a local road connecting Old Alabama Road and State Bridge Road
- No local way around the intersection of SR 141/Medlock
 Bridge Road and State Bridge Road coming from all directions
- The threat of widening the roadways
- The lack of safe pedestrian access across SR 141/Medlock Bridge Road and State Bridge Road
- Few sidewalks and trails connecting shopping centers and schools to nearby subdivisions.

Proposed solutions include:

- Keeping the Medlock Bridge Corridor character area, but only allowing commercial, office, and civic land uses and confining it to parcels adjacent to SR 141/Medlock Bridge Road's right-of-way
- Developing a strategic plan for the future redevelopment of the area along SR 141/Medlcok Bridge Road from Parsons Road to Medlock Crossing Parkway
- Creating regulations that require undeveloped parcels of land abutting residential subdivisions to conform to the existing zoning of the subdivisions
- Redeveloping underutilized shopping centers into walkable shopping districts;
- Purchasing available large tracts of land to use as future park lands
- Placing a local road be placed through the Perimeter

- Church property to connect Old Alabama Road and State Bridge Road
- Creating public streets either around or through the shopping center parking lots at SR 141/Medlock Bridge Road at State Bridge Road to get around the intersection
- Locating roundabouts at the following locations: Old Alabama Road/Buice Road, Old Alabama Road/Thornhill entrance, Wilson Road/Abbotts Bridge Road, Bell Road/Abbotts Bridge Road, and Parsons Road/Abbotts Road



The group focusing on **Shakerag** identified as their top land use concerns:

- Containing commercial growth within limits of Technology Park (including Standard Club)
- Utilizing land along the Chattahoochee for a 'Shakerag' greenway.
- Developing lands that are currently designated as conservation easements (should they be developed) as low-density (1-3 units/acre) residential housing.
- Pine straw business at McGinnis Ferry and Bell Roads:
- Desire for 'pop-up' patio business, beer garden/food truck, and art installation space

Transportation issues include:

- The widening of McGinnis Ferry Road into 6 lanes needs to occur, but the design should be neighborhood friendly
- SR 141/Medlock Bridge Road should be kept as 4 lanes
- All other roads to be kept/ maintained at two lanes
- Lack of multi-use trails
- Lack of sidewalks they should be everywhere

Proposed solutions include:

- New developments should provide connections to existing roads.
- Need to study school traffic to see where improvements can be made to relieve congestion and provide safer routes for students
- Place roundabouts at intersections of Rogers Bridge Road, Bell Road, and Rogers Circle, and entrances at Foxdale subdivisions.

Meeting #9 - April 27, 2017

This meeting was held to review the first draft of the Comprehensive Plan update. The draft plan was advanced to the CAC members on 3 days prior for review. The meeting focused on reviewing Section 3- Community Vision.

The vision statement was first reviewed. The CAC made some comments to help refine the vision statement, specifically about calling attention to greenspace, health and healthcare, and vibrancy. Next, goals were reviewed, and the CAC made some suggestions to further refine them.

The next area of review was the draft plan's proposed policies. While the Project Team included policies that received a majority from the CAC previously, there was discussion on eliminating policies based on how much consensus they originally recieved from the CAC, and whether or not they would be well-received by the public. Lastly, a discussion about future land use map and its designations was had, and some suggestions were passed along to the Project Team

The CAC also made requests to the Project Team with regards to making the plan even clearer for users in the form of more explanatory information and clearer photos, graphics, and maps.

Meeting #10 - May 17, 2017 Awaiting meeting summaries

Meeting #11 - June 21, 2017 Awaiting meeting summaries

COMMUNITY INPUT ON ROADWAY CAPACITY

The table below summarizes the recommendations the CAC gave regarding to capacity improvements within the City. This contributed greatly to the ultimately transportation policies and associated projects.

Roadway Segment	TSPLOST Project?	CAC Response
Medlock Bridge Rd	6-lane	4-lane
Jones Bridge Rd	4-lane	2 or 4-lane
McGinnis Ferry Rd –	4-lane	4-lane
Northern City Limits to		
Sargent Rd		
McGinnis Ferry	No	4-lane
Rd – Sargent Rd to		
Chattahoochee River		
State Bridge Rd	6-lane	4-lane
Haynes Bridge Rd	4-lane	4-lane
SR 120	No	4-lane
Old Alabama Rd –	Additional	3-lane
Nesbit Ferry Rd to Old	westbound travel	
Alabama Connector	lane	
Old Alabama Rd –	4-lane	4-lane
Jones Bridge Rd to		
Buice Rd		

2.4 // GOAL & POLICY DEVELOPMENT

DRAFT GOALS

Throughout the process, the Project Team gathered input on planning goals. The Project Team, along with help from the CAC, combined the top 10 goals gathered at Planning Workshop #2 into 4 over-arching goals: transportation, creating an identity through redevelopment, economic development, and creating quality parks. A fifth goal about implementation was added to ensure these goals could be reached, and to pave the way for future planning efforts. The goals were presented to the public during Planning Workshop #3 for further input. A full list of the goals can be found starting on page 90.

DRAFT POLICIES

After the goals were finalized, the Project Team began to draft policies to accompany each goal based on input gathered at meetings, survey results, and previous planning efforts. After policies were reviewed and refined internally, a draft survey of policies was developed for the CAC to give them an opportunity to give feedback before policies were finalized (see Appendix for full survey and results on page 215). The results of the survey informed the Project Team which policies would be most supported by the community, and which ones to eliminate from the conversation. Additionally, the CAC gave final recommendations for roadway capacity improvements, a hot topic among the members of the committee and the general public.

Page 89: Members of the CAC work on their recommendations on the future development map







3.1 // VISION STATEMENT

"JOHNS CREEK STRIVES TO BE A PREMIER HEALTH-FOCUSED, RESIDENTIAL COMMUNITY THAT SUPPORTS EDUCATIONAL EXCELLENCE AND A VIBRANT BUSINESS COMMUNITY, WHILE PROVIDING EASE OF MOVEMENT THROUGHOUT, AN ALIVE TOWN CENTER, AND EXCEPTIONAL GREEN SPACE, RECREATION AND CULTURAL FACILITIES."

3.2 // GOALS

GOAL 1 // CREATE A CITYWIDE MULTI-MODAL TRANSPORTATION NETWORK

Create a balanced and sustainable transportation network system that reduces traffic congestion, increases intra-city mobility, and includes complete streets, cart, bike and pedestrian pathways that connect neighborhoods to schools, parks, shopping centers, and institutional destinations.

GOAL 2 // CREATE AN IDENTITY FOR THE CITY

Create an identity that will guide future development, preserve the quality and character of our existing residential neighborhoods, supports educational excellence, and sustain an exceptional quality of life

GOAL 3 // EXPAND THE CITY'S ECONOMIC BASE

Expand the city's economic base by nurturing an environment that will retain and attract industries that create high paying jobs, while protecting residential home values

GOAL 4 // PROVIDE SUPERIOR RECREATIONAL AND CULTURAL ACTIVITIES THROUGHOUT THE CITY

Provide recreational areas/facilities throughout the city that regularly offer cultural activities that positively engage our diverse population

GOAL 5 // DEVELOP TOOLS REQUIRED TO IMPLEMENT GOALS

Revise the City's zoning ordinance and subdivision regulations to align with the Comprehensive Plan

3.3 // POLICIES

Policies were generated from tabulation of the Policy Survey results. If a policy had a vote of over 60%, it is listed below.

GOAL 1 POLICIES // CREATE A CITYWIDE MULTI-MODAL TRANSPORTATION NETWORK

- Keep SR-141/Medlock Bridge Road as a 4-lane parkway, and develop greenway trails along both east and west sides, a full length landscaped median, and reduced curb cuts and traffic signals.
- Keep State Bridge Road as a 4-lane parkway, and develop greenway trails along both north and south sides, a full length landscaped median, and reduced curb cuts and traffic signals.
- Develop a public, complete street grid system via a master streets plan to create additional ways to travel around major intersections.
- Preserve existing public rights of way to ensure development of future streets and trails.
- 1.5 Develop ways to separate pedestrian/bike/personal transportation vehicle traffic movements from vehicular traffic movements at the City's main intersections.
- Where feasible, based on existing/projected traffic volumes and availability of public right-of-way, remove existing traffic signals and replace with appropriate-sized traffic roundabouts to improve safety and reduce wait times at lights.
- At major subdivisions where traffic signals do not exist, and where feasible, provide traffic roundabouts to allow residents easier access to collector and minor arterial roadways.
- Improve traffic signal timing and coordination along major corridors.
- Where supported by residential subdivisions, connect subdivisions to each other via new streets developed by the City to increase the number of ways in and out of residential subdivisions.

GOAL 1 POLICIES // CREATE A CITYWIDE MULTI-MODAL TRANSPORTATION NETWORK (CON'T)

- Where supported by residential neighborhoods, connect subdivisions to a public local street, collector, or arterial via a new street developed by the City to increase the number of ways in and out of residential subdivisions.
- Encourage residential subdivisions to identify locations where multi-use path connections can be made to encourage bicycle and pedestrian connections.
- Provide a system of concrete multi-use trails located along City collector and arterial roadways to connect residential subdivisions to neighborhood schools, libraries, shopping, parks, and religious institutions.
- Reduce personal vehicle trips to/from schools by improving alternative, non-motorized transportation options near public schools.
- Support infrastructure improvements to accommodate the future introduction of autonomous vehicles.
- Improve pedestrian and cyclist safety along SR-141/Medlock Bridge Road by enhancing pedestrian crossings, by providing pedestrian under/overpasses wherever necessary, and lowering the 55 mph speed limit to 45 mph.
- Create streetscape design standards for all public roads, alleys, and trails.



GOAL 2 POLICIES // CREATE AN IDENTITY FOR THE CITY

- 2.1 Protect and preserve existing residential neighborhoods.
- Reverse the current land development pattern along SR-141/Medlock Bridge Road and Jones Bridge Road to prevent further sprawl and low-quality development.
- Redevelop underutilized commercial centers into walkable neighborhood activity centers that support surrounding residential subdivisions by providing internal public streets, and an appropriate mix of public parks and/or civic spaces, local retail shopping and services, restaurants, office spaces, and, where appropriate, village-scale housing.
- Preserve existing residential subdivisions by requiring adjacent undeveloped/underdeveloped parcels to develop with the same residential density as the area(s) around it, and require at least 10% of the gross acreage be developed as open space and amenity space.
- Preserve and maintain the following local public streets as two lane roads: Parsons Road, Morton Road, Buice Road, Roger's Circle, Spruill Road, Brumbelow Road, and Barnwell Road.
- 2.6 Until a Unified Development Code is adopted, create a moratorium on new retail development in the City, with the exception of identified activity nodes.



GOAL 3 POLICIES // EXPAND THE CITY'S ECONOMIC BASE

- Rebrand Technology Park to promote new business investment, and create a walkable, mixed-use area with public park spaces, a street grid system to allow for greater multi-modal connectivity, a core business area, housing, restaurants, entertainment, and recreational activities.
- 3.2 Encourage, allow, and support the private development of small businesses and live-work spaces within the identified neighborhood village locations.
- Encourage the creation and retention of local business in Johns Creek by providing incentives to business owners (i.e. tax incentives, waiving of permitting fees, etc).



GOAL 4 POLICIES // PROVIDE SUPERIOR RECREATIONAL AND CULTURAL ACTIVITIES THROUGHOUT THE CITY

- Implement the strategies and projects identified in the Recreation and Parks Master Plan adopted by the City in 2016.
- In the event existing privately-owned recreational facilities close or are put up for sale, the City should plan to acquire such properties and preserve them as open space or recreational facilities for the residents of Johns Creek.
- Encourage, allow, and support the private development of a performing/visual arts and event space as an entertainment venue and community resource.

GOAL 5 POLICIES // DEVELOP TOOLS REQUIRED TO IMPLEMENT GOALS

- Implement the future land use map to guide and clarify development decisions.
- Create a Unified Development Code by combining the City's zoning, tree, and sign ordinances with the City's subdivision and land development regulations to define expectations and standards for achieving high-quality development in conformance with the goals and policies of this comprehensive plan.
- Create site and architectural design standards for new development/redevelopment based on the City's updated character area map.



3.4 // LAND USE

Recommendations to improve land use include policies that create a framework for new development and redevelopment of older and underutilized shopping centers. The policies and recommendations outlined on the following pages seek to fulfill both Goal 2: "create an identity for the City" and Goal 5: "develop tools required to implement goals."

POLICIES

- Reverse the current land development pattern along SR-141/Medlock Bridge Road and Jones Bridge Road to prevent further sprawl and strip center development.
- Redevelop underutilized commercial centers into walkable neighborhood activity centers that support surrounding residential subdivisions by providing internal public streets, and an appropriate mix of public parks and/or civic spaces, local retail shopping and services, restaurants, office spaces, and village-scale housing.
- Until a Unified Development Code is adopted, create a moratorium on new retail development in the City, with the exception of identified activity nodes.
- Implement the future land use map to guide and clarify development decisions.
- Create a Unified Development Code by combining the City's zoning, tree, and sign ordinances with the City's subdivision and land development regulations to define expectations and standards for achieving high-quality development in conformance with the goals and policies of this comprehensive plan.
- · Create site and architectural design standards for new

development/redevelopment based on the City's updated character area map.

CHARACTER AREA MAP

The idea of making major changes to the character area map was of great concern to those who attended the planning workshops. While some wanted to condense some areas and eliminate others all together, others insisted on keeping it as it is. The Project Team determined that the map could be useful for prescribing architectural and streetscape design standards to reflect character and unique needs of each area via a new Unified Development Code. The character areas address density as a function of the City's new future land use map and eventual Unified Development Code. Some minimal boundary changes were made to some character areas. Those changes are described in more detail on the following pages.



OCEE

The Ocee character area had its boundaries changed to include whole subdivisions.



TECHNOLOGY PARK

The Technology Park character area includes more land, once part of the Johns Creek North, Medlock Bridge Corridor, and Shakerag character areas. This was done to include the nearby hospital, as well as a privately-owned golf facility that was originally a part of Technology Park.



RIVER FAST

The River Fast character area boundaries were changed to include Northview High School, and lands originally part of Medlock Bridge Corridor.



WARSAW

The Warsaw character area had its boundaries changed to include whole subdivisions, as well as to keep undeveloped parcels and less dense land ripe for redevelopment along Parsons Road.



NFWTNWN

No changes were made to the Newtown character area.



AUTREY MILL PASTORAL

The Autrey Mill Pastoral character area now includes all land north of Old Alabama Road up to the Newtown development area, as well as Perimeter Church



SHAKFRAG

The boundaries of the Shakerag character area have been altered dramatically. Because the area includes the Chattahoochee River National Recreation Area, it is proposed that the land near it remain at a very low residential density.



MEDIOCK BRIDGE CORRIDOR

The boundaries of the character area were changed to only include parcels that front the road up from State Bridge Road to Abbotts Bridge Road. Some land were absorbed into other character areas to reduce development.



JONES BRIDGE ROAD AT STATE BRIDGE ROAD

No changes were made to the Jones Bridge Road at State Bridge Road character area.



JOHNS CREEK NORTH

The Johns Creek North character area boundaries include less land, as land south of Abbotts Bridge Road were reallocated to Warsaw and Ocee and the Standard Club property was reallocated to the Technology Park character area.



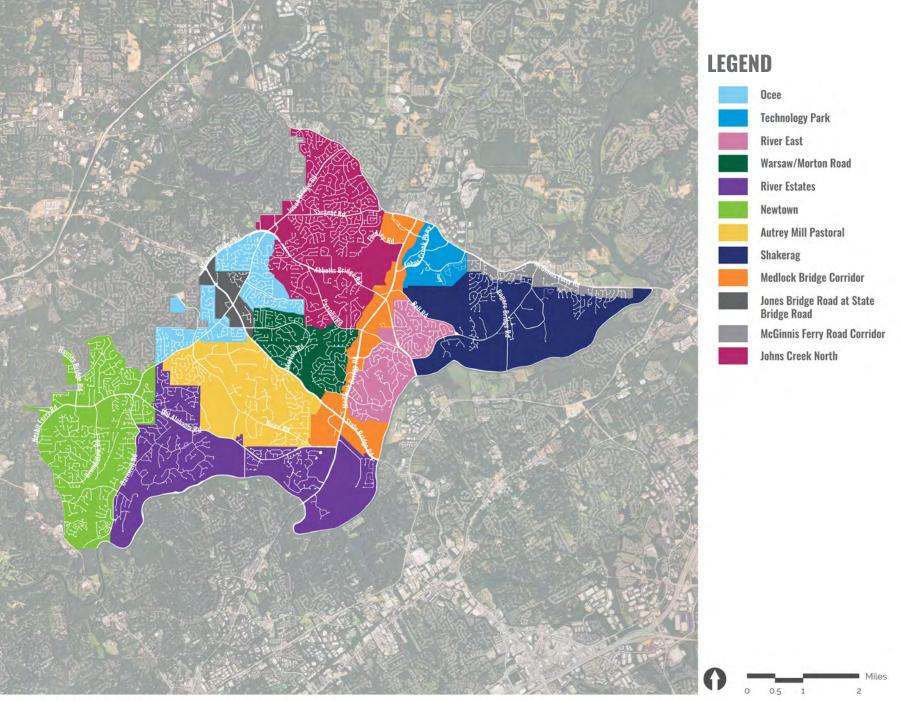
RIVER ESTATES

Land north of Old Alabama Road was reallocated to the Autrey Mill Pastoral character area.

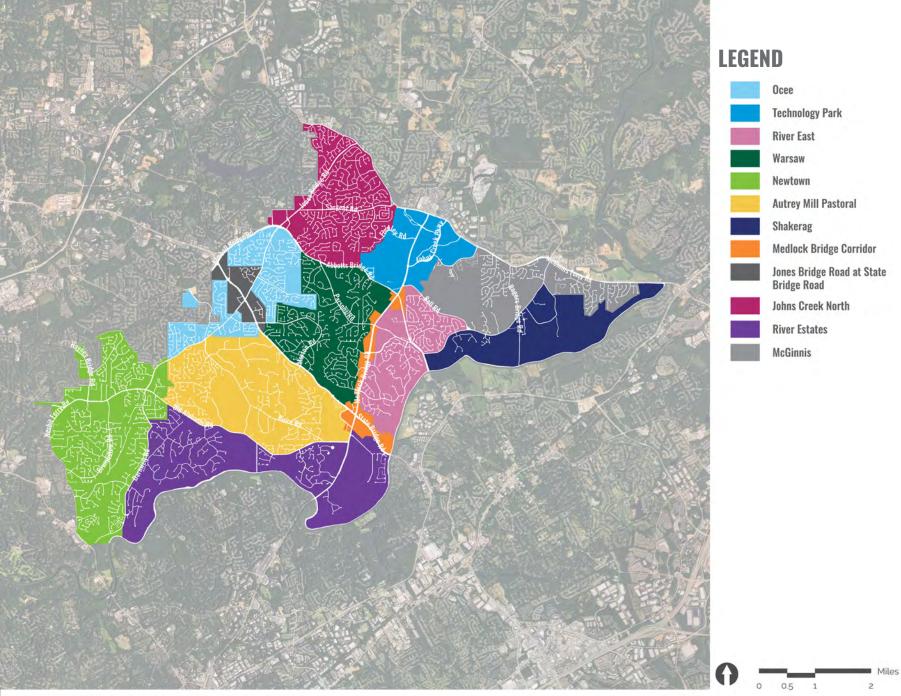


MCGINNIS

The McGinnis character area encompasses the area previously known as the McGinnis Ferry Road Corridor. This character area was expanded to subdivisions that connect to the McGinnis Ferry corridor.



EXISTING CHARACTER AREA MAP



FUTURE LAND USE MAP METHODOLOGY

When creating the future land use map, the following assumptions were made, unless exceptions have been previously identified by the City of Johns and the CAC:

- 1. Residential parcels are unlikely to change use
- 2. Newer commercial developments (i.e. less than 10 years old) are unlikely to change use
- 3. Civic properties like schools, churches, parks, and government owned and operated lands are unlikely to change use.
- 4. Vacant lands will develop and, therefore, have a use.

PROPOSED CHANGES TO LAND USE

This future land use map retained those assumptions, and also did the following:

- Made changes to reflect recently approved developments
- 2. "Low Intensity Mixed Use," "Medium Intensity Mixed Use," and "High Intensity Mixed Use" designations were introduced. Three mixed use designations were introduced as opposed to one for the purposes of better guiding development density, and placing higher intensity developments in particular and limited areas that can support them like Technology Park, Old Alabama Road at Haynes Bridge Road, Jones Bridge Road at State Bridge Road and Medlock Bridge Road at States Bridge Road. Note the highest density proposed is 16 units per acre. These areas are highlighted on the maps on the following pages.
- 3. Vacant parcels in the Shakerag area were assigned a future land use designation, most of them being "Single

- Family Residential," "Recreation Public," and one area off McGinnis Ferry Road was designated as "Lower Intensity Mixed Use." Vacant lands in other areas of the City were assigned a future land use designation based on what is currently surrounding it (typically, single-family residential).
- 4. In order to effectively direct growth and control residential densities, the Single-Family Residential designation was subdivided into 4 designations that prescribe a maximum density. This will ensure that future single-family developments are built at a density that is appropriate for the area. Maximum residential densities were also prescribed for the Multi-Family Residential designation, as well as all three mixed use designations. Having a prescribed density for the residential areas of the City, along with the updated character areas, will guide the development of the Unified Development Code.

FUTURE LAND USE

The City was lacking a parcel-by-parcel future land use map to guide development over the next 10-20 years. The Project Team recommended that using a future land use map to guide development decisions would be more effective than solely relying on the City's character area map in protecting residential neighborhoods, directing future population growth, and targeting the redevelopment of aging commercial centers. Listed on following pages are the recommended future land use designations and definitions.

SINGLE FAMILY RESIDENTIAL 1

- Classified as land containing a dwelling with one living unit.
- Maximum residential density: 1 unit per acre.

SINGLE FAMILY RESIDENTIAL 2

Classified as land containing a dwelling with one living unit.

Maximum residential density: 2 units per acre.

SINGLE FAMILY RESIDENTIAL 3

- Classified as land containing a dwelling with one living unit.
- Maximum residential density: 3 units per acre.

SINGLE FAMILY RESIDENTIAL 4

- Classified as land containing a dwelling with one living unit.
- Maximum residential density: 4 units per acre.

MULTI-FAMILY RESIDENTIAL

- Classified as land containing dwelling with more than 2 living units: duplexes/triplexes, live-work lofts, apartments/condos, etc.
- Maximum residential density: 12 units per acre.

COMMERCIAL - RETAIL

 Grocery stores, retail stores, restaurants, and personal service stores

COMMERCIAL - OFFICE

 Class A office space, hotels, hospitals, clinics, and other healthcare facilities

CIVIC/INSTITUTIONAL

 Churches, schools (public and private), and municipal uses

PARKS, RECREATION, & OPEN SPACE (PUBLIC)

 Publicly owned and held parks, recreation, or open space available or accessible to the general public

PARKS, RECREATION, & OPEN SPACE (PRIVATE)

 Privately owned and held parks, recreation, or open space not available or accessible to the general public

LOW INTENSITY MIXED USE

 Classified as a less dense mix of commercial, civic, parkland, and residential units with an internal,

- gridded street system.
- Height limit: 3 stories
- Maximum residential density: 8 units per acre.

MEDIUM INTENSITY MIXED USE

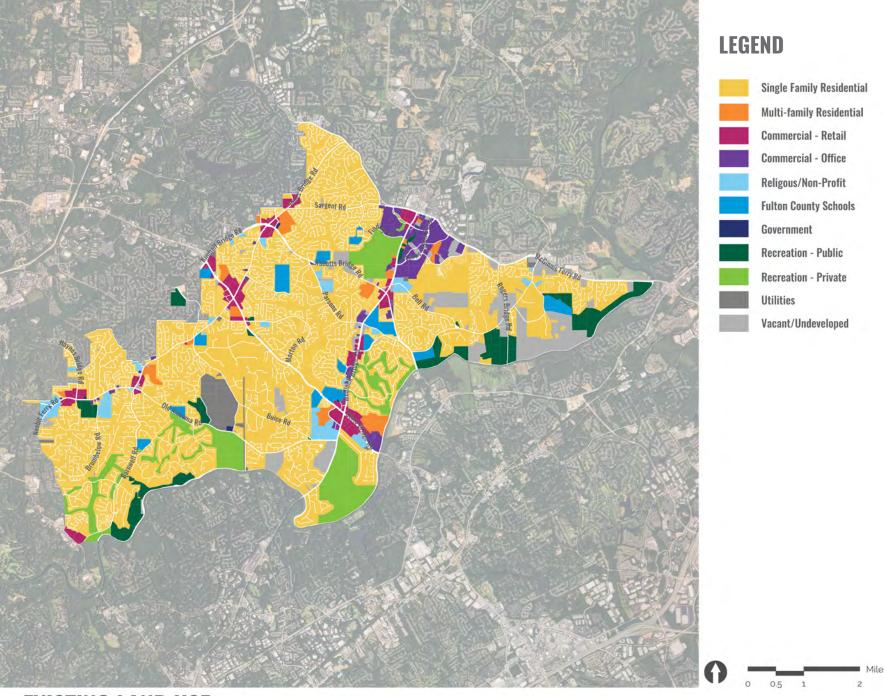
- Classified as a denser mix of commercial, civic, park land, and residential units with an internal, gridded street system.
- · Height limit: 4 stories
- Maximum residential density: 12 units per acre

HIGH INTENSITY MIXED USE

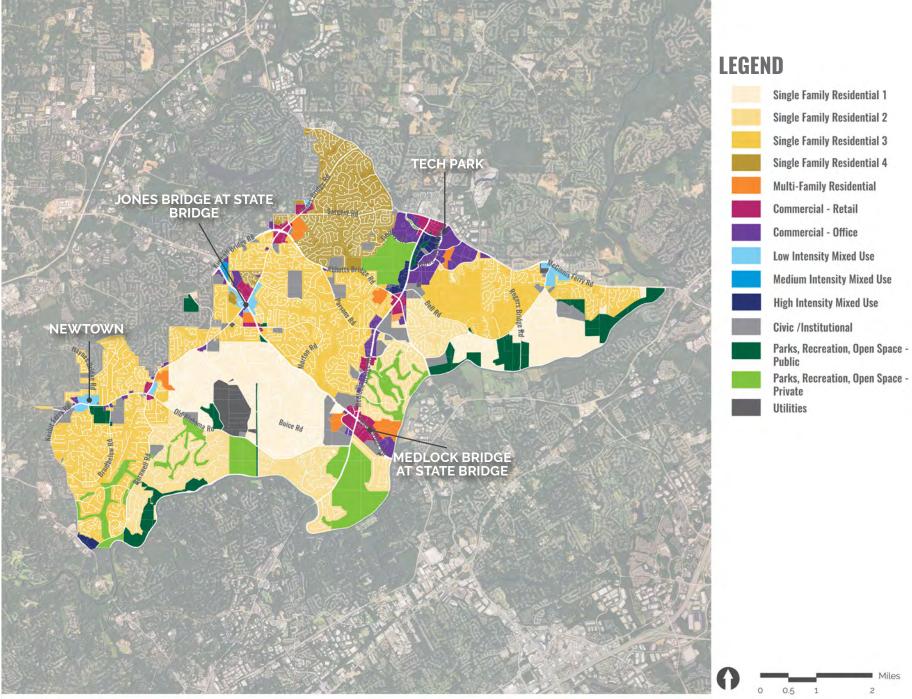
- Classified as a denser mix of commercial, civic, park land, and multi-family residential units with an internal, gridded street system.
- Height limit: 5 stories
- Maximum residential density: 16 units per acre

UTILITIES

- Publicly or privately held lands used for utilities, like water treatment, radio towers, etc
- Low-impact industrial uses (i.e. bike shop, artisanal goods makers, warehouse storage, non-polluting manufacturing)



EXISTING LAND USE

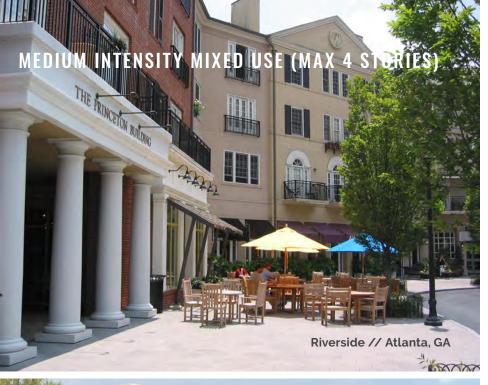














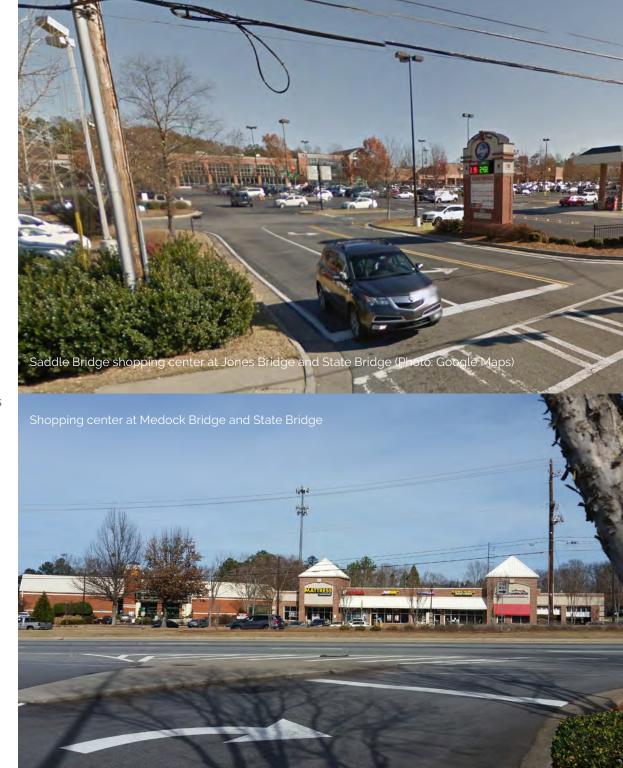


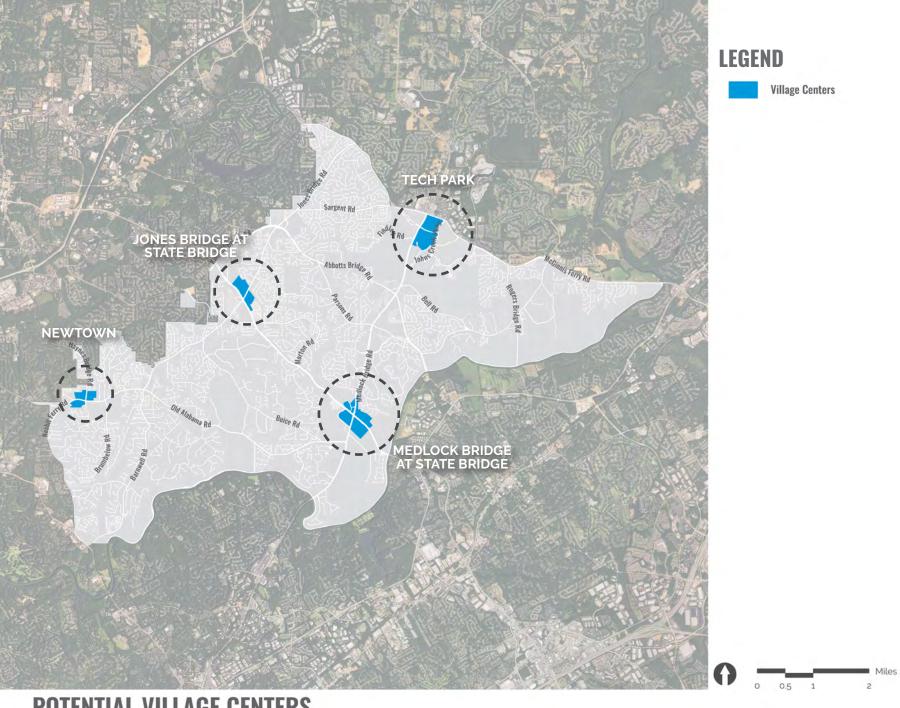


POTENTIAL VILLAGE CENTERS //

Throughout the planning process the public and Citizen Advisory Committee identified shopping centers that could be redeveloped in the future as walkable, mixed-use developments. The four potential village centers include Tech Park, Medlock Bridge at State Bridge, Jones Bridge at State Bridge and Old Alabama Road at Haynes Bridge Road adjacent to Newton Park. These developments would be reimagined and renovated through private investment with some public funds for street, sidewalk and trail infrastructure.

On page 210 of the Appendix examples of what these areas could look like are illustrated. The idea is to concentrate any future commercial or mixeduse development at the potential village centers to defer more sprawl development patterns throughout the City. Note that these are concepts and not supported by City Council or the Mayor. On the following pages we have illustrated some shopping center retrofit examples.





POTENTIAL VILLAGE CENTERS

SHOPPING CENTER RETROFIT EXAMPLES

BUCKHEAD EXCHANGE, ATLANTA, GA

This updated shopping center reimagined an aging shopping center with more pedestrian friendly, commercial center with renovated buildings brought up to the street. This development provides a range of retailers in an updated contemporary aesthetic.

- 1 Central Open Space
- 2 Stormwater Capture
- 3 Upgraded Facades
- Upgraded Pedestrian Facilities







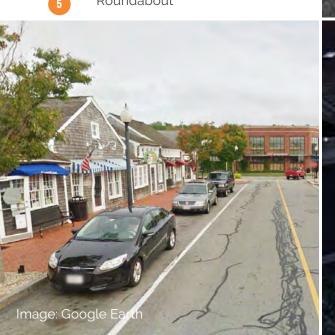


SHOPPING CENTER RETROFIT **EXAMPLES**

MASHPEE COMMONS: MASHPEE, **MASSACHUSETTS**

This shopping center was turned into a walkable village. The strip center was partially demolished to create an open-air shopping experience with on-street parking and multi-family above retail. Heights vary from 1 to 3 stories throughout the development with surface parking lots not facing the main streets.

- Central Square
- Shopping/Restaurant District
- Multi-Family above retail
- Movie Theatre
- Roundabout









3.5 // ECONOMIC DEVELOPMENT

The City completed their Strategic Economic Development Plan in 2016. The policies outlined below build off some of the recommendations made by the plan, as well as seek to fulfill Goal 3: "expand the City's economic base."

POLICIES

- Rebrand Technology Park to promote new business investment, and create a walkable, mixeduse area with public park spaces, a street grid system to allow for greater multi-modal connectivity, a core business area, housing, restaurants, entertainment, and recreational activities.
- Encourage, allow, and support the private development of small businesses and live-work spaces within the identified neighborhood village locations.
- Encourage the creation and retention of local business in Johns Creek by providing incentives to business owners (i.e. tax incentives.

- waiving of permitting fees, etc).
- Encourage, allow, and support the private development of a performing/visual arts and event space as an entertainment venue and community resource.

3.6 // HOUSING

Because the City is primarily residential, it is important that all policies and subsequent projects seek to protect the residential character of the community.

POLICIES

- Protect and preserve existing residential neighborhoods.
- Preserve existing residential subdivisions by requiring adjacent undeveloped/underdeveloped parcels to develop with the same residential density as the area(s) around it, and require at least 10% of the gross acreage be developed as open space and amenity space.

REVIEW OF FULTON COUNTY CONSOLIDATED PLAN 2015-2019

The Fulton County Housing and Community Development Department receives three annual entitlement grants from the U.S. Department of Housing and Urban Development (HUD) including Community Development Block Grant (CDBG); Home, and Emergency Solutions Grants (ESG). Johns Creek is included in the list of communities that utilize these funds for low-to-moderate income individuals and/or families. Below are projects on going in these communities and their focuses are described below:

- North Fulton Community Charities: Supports housing and homeless prevention by funding emergency assistance and case management services.
- Senior Services North Fulton:
 Addresses housing and homeless prevention issues, by providing transportation services for seniors.
- The Drake House provides emergency shelter for homeless women and children.



3.7 // TRANSPORTATION

These policies and projects outlined on the following pages were developed in conjunction with the City's Transportation Master Plan update, which occurred as part of this comprehensive plan update. The policies and projects outlined on the following pages seek to fulfill Goal 1: "create a citywide multi-modal transportation network."

POLICIES

STREET NETWORK

- Redevelop SR-141/Medlock
 Bridge Road into a 4-lane parkway
 with greenway trails along both
 east and west sides, a full length
 landscaped median, and reduced
 curb cuts and traffic signals.
- Develop State Bridge Road into a 4-lane parkway with greenway trails along both north and south sides, a full length landscaped median, and reduced curb cuts and traffic signals.
- Develop a public, complete street grid system via a master streets plan to create additional ways to travel around major intersections.



- Preserve existing public rights of way to ensure development of future streets and trails.
- Where feasible, based on existing/ projected traffic volumes and availability of public right-of-way, remove existing traffic signals and replace with appropriate-sized traffic roundabouts to improve safety and reduce wait times at lights.
- At major subdivisions where traffic signals do not exist, and where feasible, provide traffic roundabouts to allow residents easier access to collector and minor arterial roadways.
- Where supported by residential subdivisions, connect subdivisions to each other via new streets developed by the City to increase the number of ways in and out of residential subdivisions.
- Where supported by residential neighborhoods, connect subdivisions to a public local street, collector, or arterial via a new street developed by the City to increase the number of ways in and out of residential subdivisions.
- Preserve and maintain the

- following local public streets as two lane roads: Parsons Road, Morton Road, Buice Road, Roger's Circle, Spruill Road, Brumbelow Road, and Barnwell Road.
- MULTI-MODAL NETWORK
- Encourage residential subdivisions to identify locations where multiuse path connections can be made to encourage bicycle and pedestrian connections.
- Provide a system of concrete multi-use trails located along City collector and arterial roadways to connect residential subdivisions to neighborhood schools, libraries, shopping, parks, and religious institutions.
- Reduce personal vehicle trips to/from schools by improving alternative, non-motorized transportation options near public schools.
- Improve pedestrian and cyclist safety along SR-141/Medlock Bridge Road by enhancing pedestrian crossings, by providing pedestrian under/overpasses wherever necessary, and lowering the 55 mph speed limit to 45 mph.

INTERSECTION IMPROVEMENTS

- Improve traffic signal timing and coordination along major corridors.
 - Develop ways to separate pedestrian/bike/personal transportation vehicle traffic movements from vehicular traffic movements at the City's main intersections

TRANSPORTATION/PUBLIC WORKS INFRASTRUCTURE

- Create streetscape design standards for all public roads, alleys, and trails.
- Support infrastructure improvements to accommodate the future introduction of autonomous vehicles.

RECOMMENDED PROGRAMS

A safe and efficient transportation system is key to a vital community. To address the transportation goals and policies, the following programs are proposed for the City of Johns Creek. An explanation of the programs is provided to the right. Recommended projects are grouped within these programs. The specific projects are listed later in the Short Term Work Plan on page 166.



1. OPERATIONAL & SAFETY IMPROVEMENTS

MAJOR INTERSECTION IMPROVEMENTS



These projects address congestion and improve operations and safety Located at major intersections, these projects include adding travel lanes, turn lanes, pedestrian enhancements, signal upgrades, and innovative intersection designs.



ROUNDABOUTS

These projects address congestion while improving operations and safety. These projects could be located at currently unsignalized intersections or replace existing traffic signals.



LEFT-TURN LANES AT MINOR INTERSECTIONS

These projects address safety and operations, typically at intersections of major streets with local streets (i.e. subdivision entrances). Dedicated left-turn lanes along the major street removes turning vehicles from the through travel lanes. This reduces the chance of rear-end accidents and in some locations, removes the need for vehicles to 'cut-around' a stopped vehicle in the right turn-lane/shoulder.



IMPROVEMENTS NEAR SCHOOLS

These projects address congestion during school drop-off/pick-up periods and safety. Various types of projects aim to increase access to school from adjacent residential neighborhoods within the school zone project can be vehicular, pedestrian, bicycle, or PTV related.



2. NEW LOCAL ROADWAYS

Along with previously planned and programmed new roads, other new road connections were identified to help alleviate issues with congestion in heavily trafficked areas, as well as provide new connections to destinations.



3. ACTIVE TRANSPORTATION NETWORK

These projects will enhance and create a network of multi-use paths connecting locations throughout the city; and PTVs) to trails through parks. Projects also include grade-separated crossings (underpass or bridge) at busy major streets. The network will provide access to adjacent community trails and planned paths.



4. ROADWAY CAPACITY

These projects address congestion and improve operations. Located along major roadways or new alignments, these projects may include adding travel lanes, turn lanes, medians, and intersection improvements within the City. These



5. BRIDGE MAINTENANCE & REPLACEMENT

without pedestrian/bicycle facilities are recommended to be rebuilt or widened.



6. SAFETY, EFFICIENCY, & INFRASTRUCTURE

projects (not mapped) include: signal system/ITS/communications network enhancements, paved shoulders along

OPERATIONAL & SAFETY IMPROVEMENTS

MAJOR INTERSECTION IMPROVEMENTS

These projects address congestion and improve operations and safety. Located at major intersections, these projects include adding travel lanes, turn lanes, pedestrian enhancements, signal upgrades, and innovative intersection designs.

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These projects address congestion during school drop-off/pick-up periods and safety. Various types of projects aim to increase access to school from adjacent residential neighborhoods within the school zone; project can be vehicular, pedestrian, bicycle, or PTV related.

ROUNDABOUTS

These projects address congestion while improving operations and safety. These projects could be located at currently unsignalized intersections or replace existing traffic signals.



RECOMMENDED PROJECTS

OSI-01 // Medlock Bridge Road at Abbotts Bridge Road Intersection Improvement

This project would improve the intersection for the purposes of reducing congestion.



OSI-01 // Dual Left Turn Lanes on Medlock Crossing Parkway at State Bridge Road

This would add a second left-turn lane for northbound traffic on Medlock Crossing Parkway and the removal of split-phase signal operation.



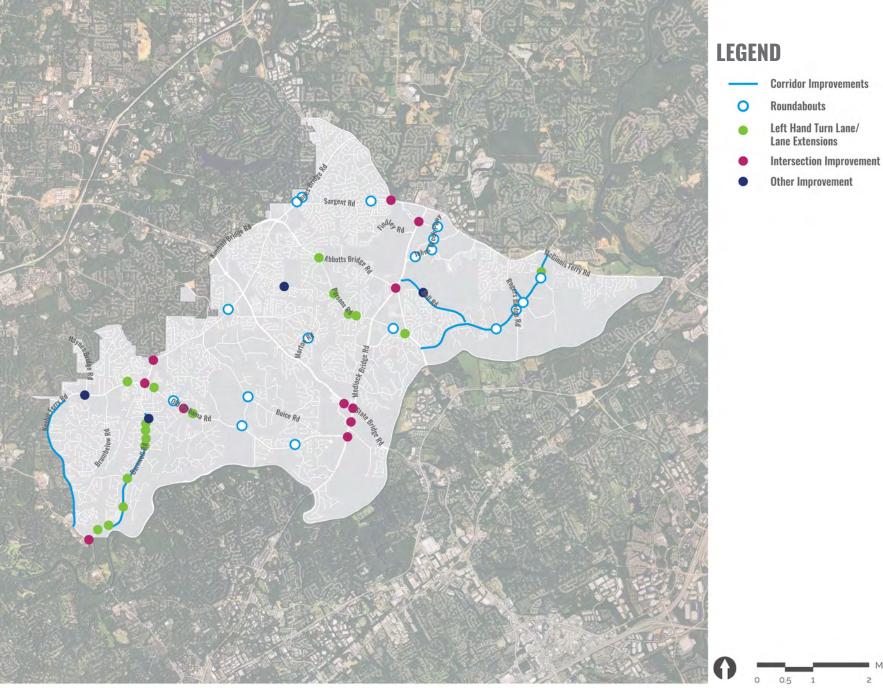
OSI-05 // Barnwell Road at Barnwell Elementary School Left Turn Lane

This would add a left-turn lane on Barnwell Road going into Barnwell Elementary School for the purposes of easing morning peak period congestion and school traffic on Barnwell Road.



OSI-33 // Sargent Road at Findley Road Potential Roundabout

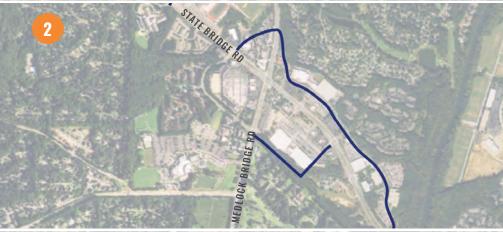
This project would be implemented pending an additional traffic examination and validation.



NEW LOCAL ROADWAYS

New road connections were identified to help alleviate issues with congestion in heavily trafficked areas, as well as provide new connections to destinations.









RECOMMENDED PROJECTS



NLR-01 // Realigned and new roadway connecting Medlock Bridge Road to State Bridge Road through shopping areas in the northwest corners of intersection

This project would create a new quadrant roadway connecting SR 141/ Medlock Bridge Road to State Bridge Road in the northwest quadrant, between the intersection of the two roads and Johns Creek High School.



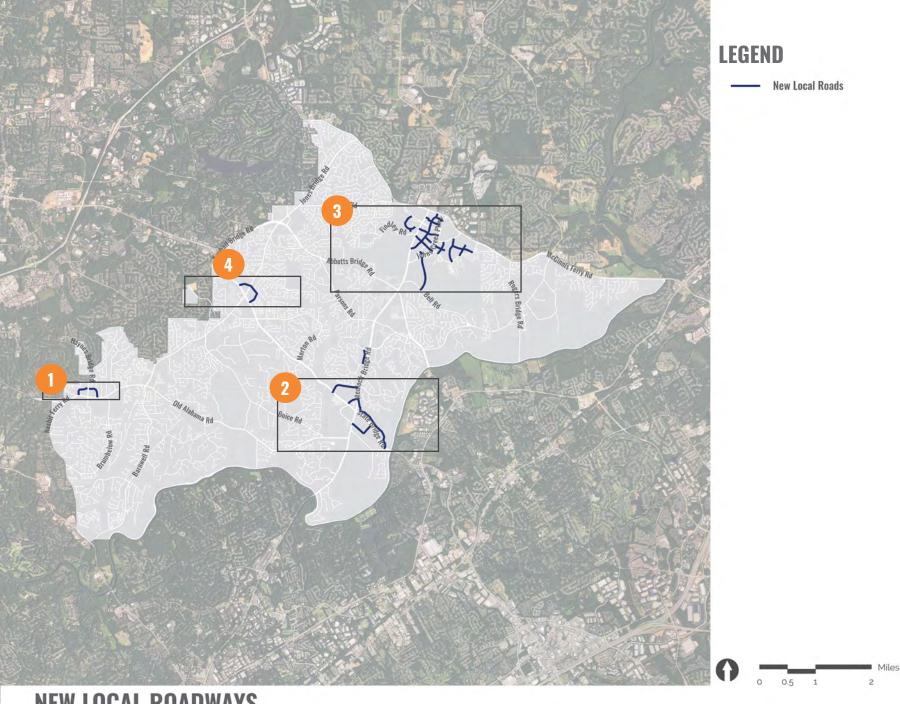
NLR-01 // Wilson Road-Medlock Bridge Parkway Connector

This project would be contingent on redevelopment of the SR 141/ Medlock Bridge Road at State Bridge Road village node. This two-lane local roadway would run through existing shopping centers west of SR 141/ Medlock Bridge Road.



NLR-03 // North-South Road connecting McGinnis Ferry Road to Medlock Bridge Road.

This new local road would run between SR 141/Medlock Bridge Road and Johns Creek Parkway from McGinnis Ferry Road south of SR 141/Medlock Bridge Road, creating a new north-



ACTIVE TRANSPORTATION

These projects will enhance and create a network of multi-use paths connecting locations throughout the city; including residential neighborhoods to parks, schools, libraries, retail, restaurants, offices, and city hall. Projects vary from multi-use paths (shared use for pedestrians and bicyclists) to PTV paths (shared use for pedestrians, cyclists, and PTVs) to trails through parks. Projects also include grade-separated crossings (underpass or bridge) at busy major streets. The network will provide access to adjacent community trails and planned paths. See pages 124-127 for closer looks at the expanded active transportation system.

This new initiative would allow for PTV/golf cart travel within the City. The City can pass an ordinance to legalize this travel mode on local, low speed streets and designated multi-use paths. Although the city was not initially planned for PTV infrastructure, it is possible to designate existing, wide multi-use paths along roadways for PTV use and incrementally construct new multi-use paths. The City may choose the pace of implementation and take a series of steps towards a complete network of PTV paths/connections. This would expand the benefits of the city's multi-use path network and provide an alternate means for residents to make short trips within the city.

The city has a program to guide implementation of 1) new sidewalk construction along public streets and 2) sidewalks within neighborhoods. For new sidewalks locations in the public right-of-way the Public Works Department has identified and prioritized the sidewalk segments. The City will construct sidewalks as funding is identified. Note: The list of sidewalks is maintained by Public Works staff and is not included in this document or in the Strategic Transportation Master Plan.

RECOMMENDED PROJECTS



MUP-01 // Medlock Bridge Road at State Bridge Road Multi-Use Path Network

This project would feature a series of trails that would connect pedestrians, cyclists, and PTV users to destinations around this intersection, as well as connect them to other trails around the City. Some of these trails would be contingent on future development.

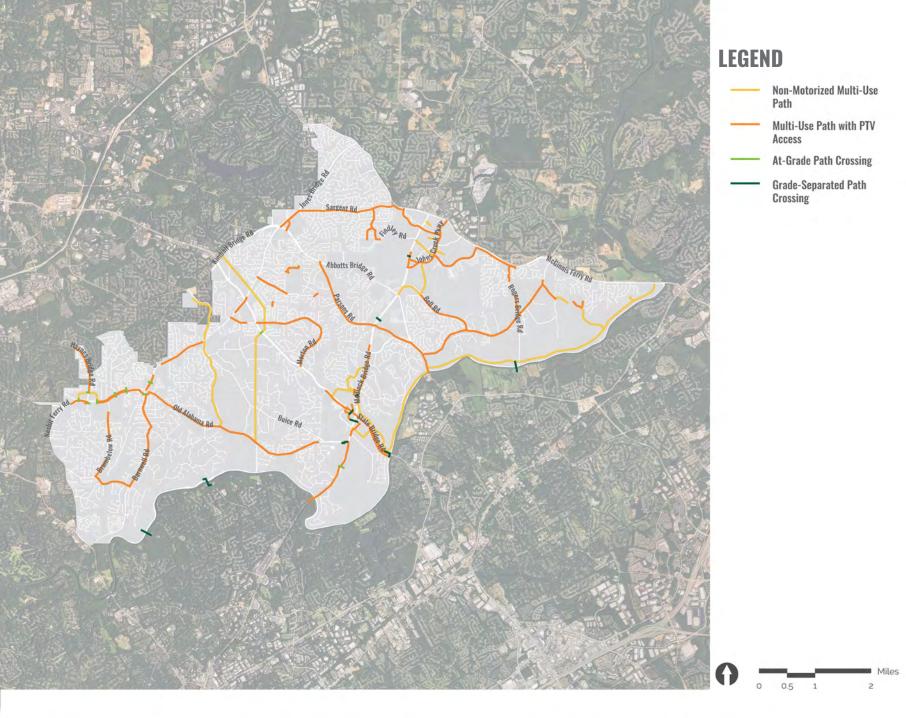


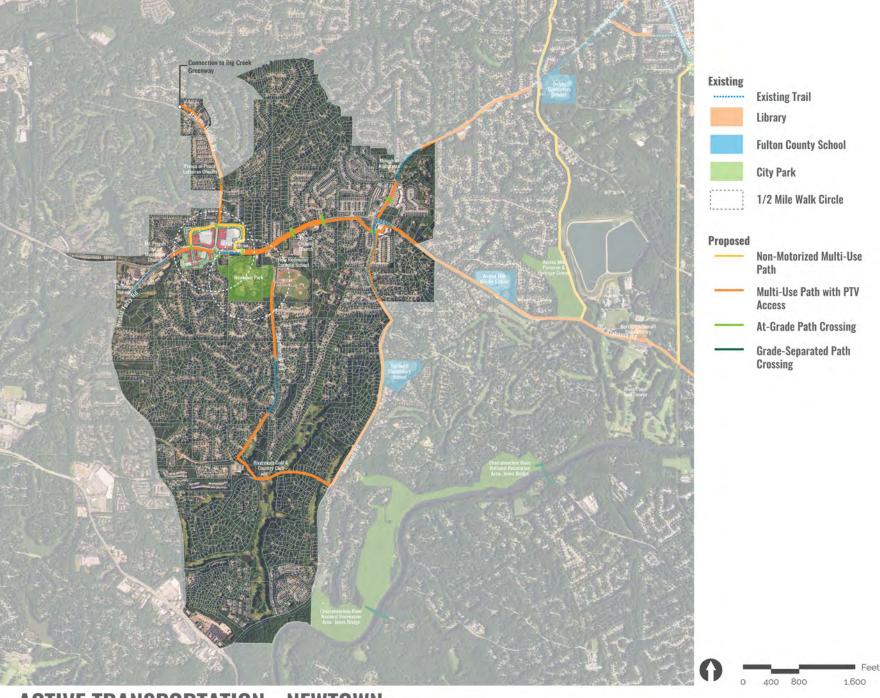
MUP-02 // Haynes Bridge Road Path This project would feature the addition of a PTV-compatible, multi-use path along Haynes Bridge Road with potential extension through Alpharetta to connect to the Big Creek Greenway.



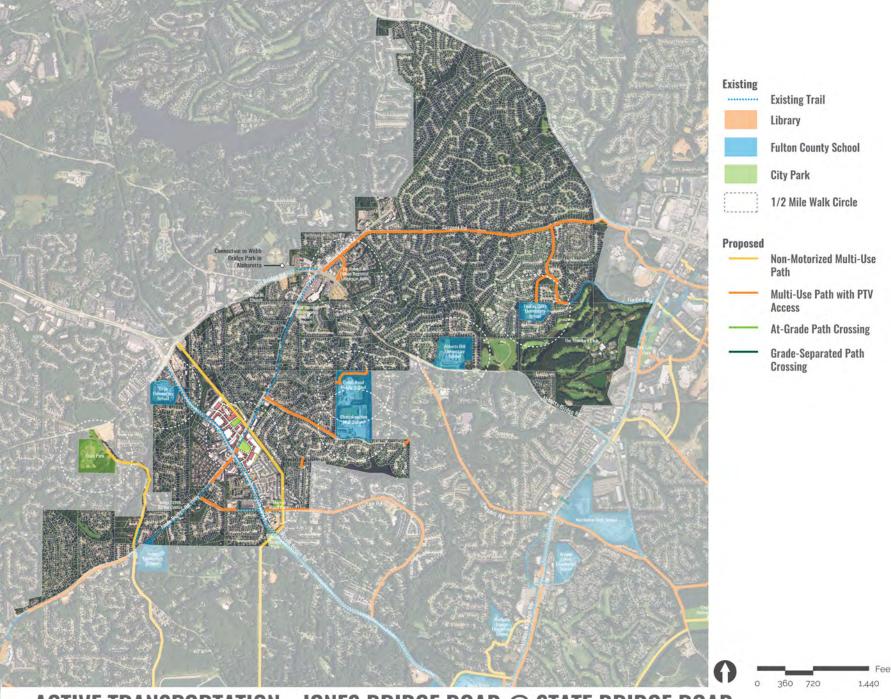
MUP-13 // Parsons Road & Abbotts Bridge Road Paths

This project would include a series of connected, multi-use paths that run alongside Abbotts Bridge Road east of SR 141/Medlock Bridge Road to Boles Road, and Parsons Road from where it connects to Boles Road all the way to the Chattahoochee River. This would connect to another recommended trail along the Chattahoochee River, as well as Gwinnett County.

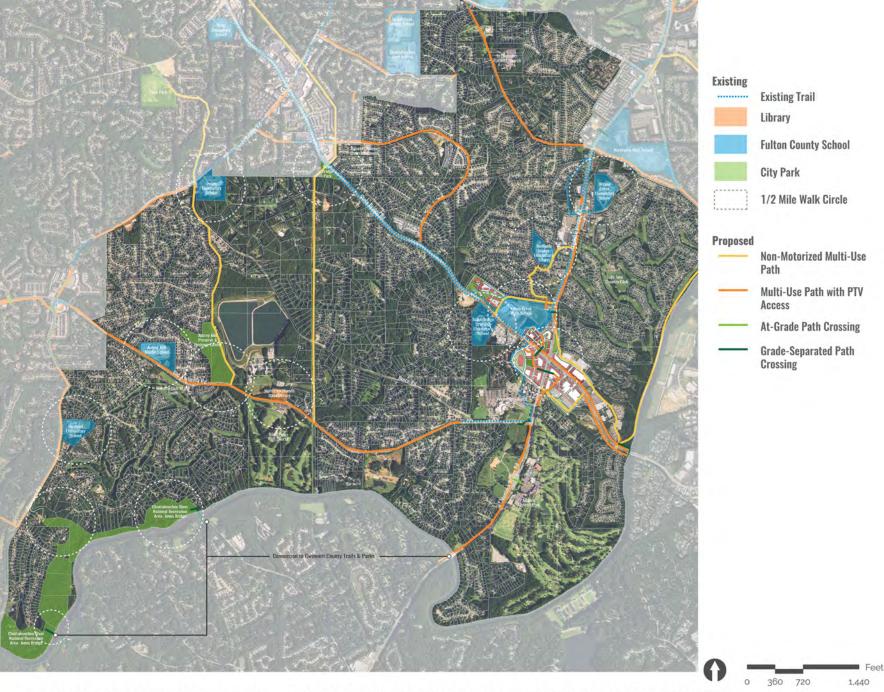


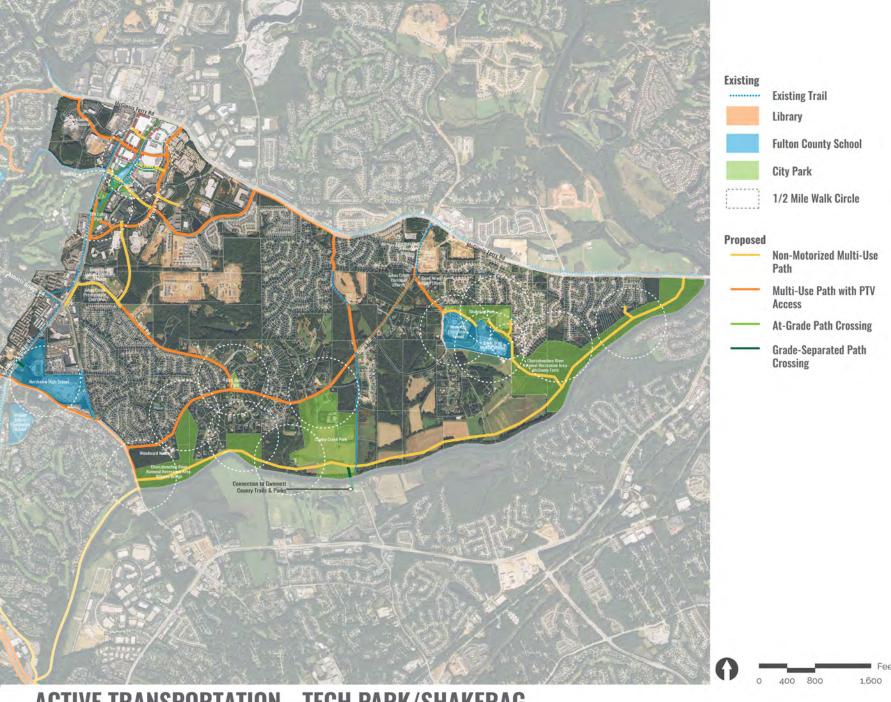


ACTIVE TRANSPORTATION - NEWTOWN



ACTIVE TRANSPORTATION - JONES BRIDGE ROAD @ STATE BRIDGE ROAD CONNECT JOHNS CREEK // 3.7 TRANSPORTATION 141





ACTIVE TRANSPORTATION - TECH PARK/SHAKERAG

ROADWAY CAPACITY

These projects address congestion and improve operations. Located along major roadways or new alignments, these projects may include adding travel lanes, turn lanes, medians, and intersection improvements within the City. These projects may also include pedestrian, bicycle, or personal transportation vehicle (PTV, i.e. golf cart) improvements as part of the project.



RECOMMENDED PROJECTS

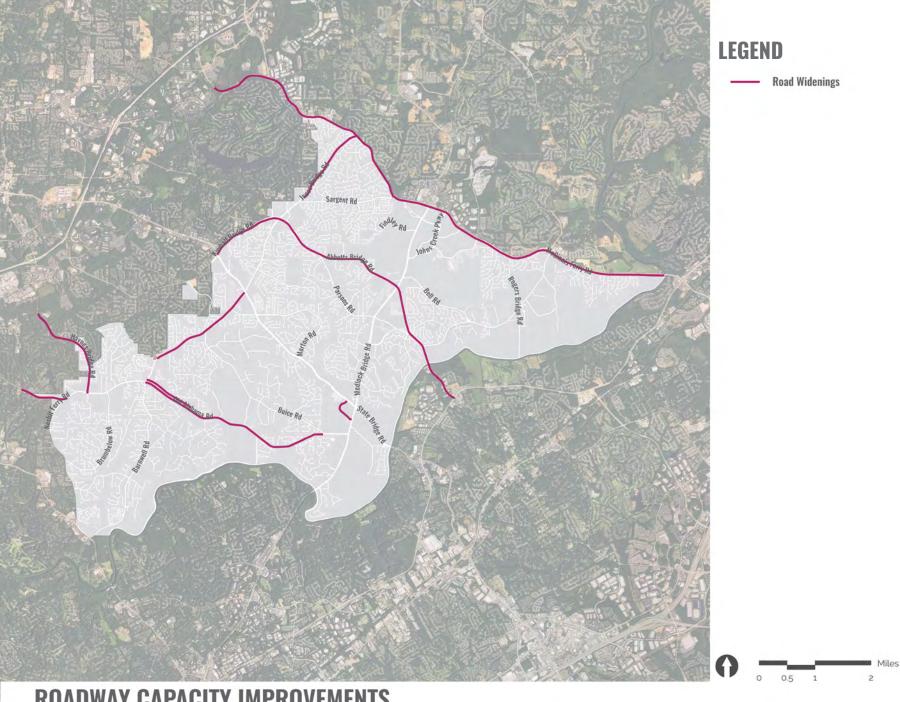
CAP-08 // McGinnis Ferry Road Capacity Improvements

The section of McGinnis Ferry Road from Sargent Road to Union Hill Road/Ronald Reagan Boulevard would provide a 4-lane roadway, a raised median, with a 10 foot multi-use path on the north side of the road, and a 5 foot sidewalk on the south side.



CAP-09 // Jones Bridge Road Capacity Improvements

These improvements would widen sections of Jones Bridge Road into a 4-lane divided roadway, with a sidewalk on one of the street, a multi-use path on the other side of the street, turn lane and intersection improvements, and aesthetic improvements.



BRIDGE & ROADWAY MAINTENANCE

These projects include performing maintenance repairs or complete replacements. Bridges with lower sufficiency ratings or weight restrictions based on the most recent GDOT bridge inspection report would be prioritized. Bridges without pedestrian/bicycle facilities are recommended to be rebuilt or widened.

The city also has an annual maintenance program to resurface public streets. Public Works staff reviews the street conditions and prioritizes the streets to be resurfaced based on available funding.

RECOMMENDED PROJECTS



BRI-05 // Old Alabama Road over Autrey Mill Creek Improvement In the short term, this project would seek to add a guardrail to bridge entrance points. In the long term, the City could opt to widen the bridge to provide pedestrian and bicycle facilities or replace it altogether.

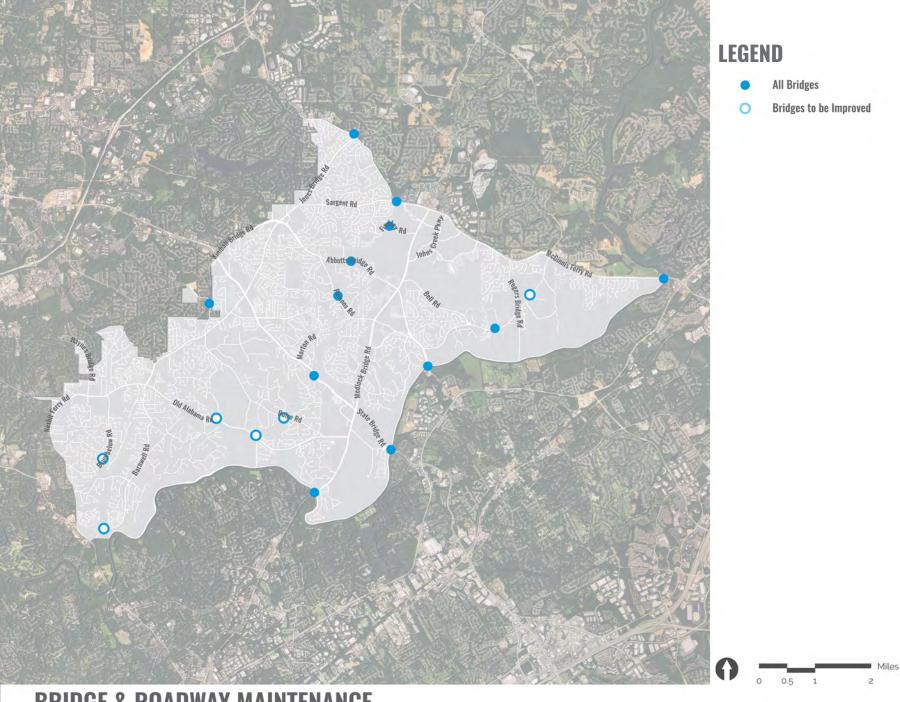


BRI-06 // Old Alabama Road over Johns Creek Bridge Improvement In the short term, this project would seek to add a guardrail to bridge entrance points. In the long term, the City could opt to widen the bridge to provide pedestrian and bicycle facilities or replace it altogether.



BRI-08 // Buice Road over Johns Creek Bridge Improvement

In the short term, this project would seek to add a guardrail to bridge entrance points. In the long term, the City could opt to widen the bridge to provide pedestrian and bicycle facilities or replace it altogether.



DESIGN ELEMENTS

During the planning process, there were many discussions about the type of streets the community desires, including the number of travel lanes and accommodations for pedestrians, cyclists, and PTVs. The community expressed a strong desire to maximize the buffer between vehicles and sidewalks/multi-use paths for both the purposes of safety and aesthetics.

To guide transportation improvements along street corridors, a framework of typical design elements was developed. Transportation modes and the appropriate design elements are identified for 2-lane and 4-lane streets



VEHICLE



PEDESTRIAN



BICYCLE



PTV



TRANSIT



SAFETY & AESTHETICS



AUTOMATED VEHICLE

TYPICAL DESIGN ELEMENTS

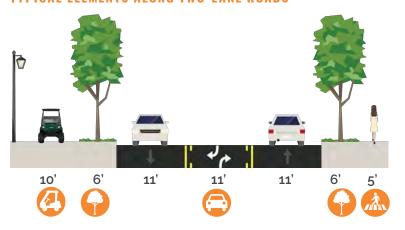
Transportation Need	Element	2-Lane Roads	4-Lane Roads
	Turn lanes at intersections and driveways	✓	✓
Vehicle Elements	Right-turn lanes at intersections and driveways	✓	
	Center two-way left-turn lane (optional)	✓	
	Sidewalks or multi-use path (8' min width) in shoulder	✓	✓
Pedestrian Elements	Landscaped buffer between vehicles and pedestrians (2' min width, 6' width is standard)	√	√
Bicycle Elements	Bike lanes or multi-use path (8' min width) in shoulder	✓	✓
	PTV path (10' min width) in shoulder	√	√
PTV Elements	Consideration of at-grade crossings	✓	✓
	Consideration of grade-separating crossings		√
	Bus stops with amenities	✓	✓
Transit Elements	Signal preemption for buses		✓
	Bus queue jumpers at intersections		√
	Median islands	✓	✓
	Raised medians		✓
Safety/Aesthetic Elements	Landscaped medians and shoulders; street trees	✓	
Liements	Landscaped medians and shoulders; street trees outside clear zone	✓	✓
	Street lights/pedestrian lights	✓	✓
	Well-maintained lane striping	✓	√
Automated Vehicle Elements	Vehicle-to-Infrastructure improvements and equipment	✓	√
Liements	ITS improvements and communication	✓	✓

Note: PTV = personal transportation vehicle (golf cart designed for use on streets with 25 MPH posted speed or less

The community also expressed a strong desire to expand the active transportation network throughout the city. A multi-use path network can be expanded along existing streets, new street connections, and within activity nodes. Additionally, new trails could be installed through existing parks and the Chattahoochee National Recreation Areas. In some locations, multi-use path connections could be installed to connect neighborhoods to schools or parks.

The following graphics illustrate typical design elements for streets and multi-use path connections. The illustrations do not cover all the potential combination of elements.

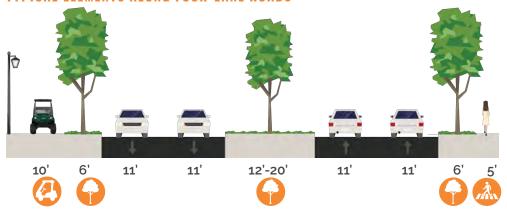
TYPICAL ELEMENTS ALONG TWO-LANE ROADS



Street Examples:

Bell Road Boles Road Brumbelow Road Nesbit Ferry Road

TYPICAL ELEMENTS ALONG FOUR-LANE ROADS

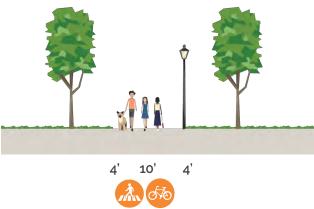


Street Examples:

Jones Bridge Road, south of State Bridge Road

Old Alabama Road, west of State Bridge Road

TYPICAL ELEMENTS ALONG OFF-ROAD MULTI-USE PATHS/TRAILS



Example:

Trail along Chattahoochee River

TYPICAL ELEMENTS ALONG OFF-ROAD PTV PATHS/TRAILS



Example:

Future paths from residential subdivisions to village nodes and public schools

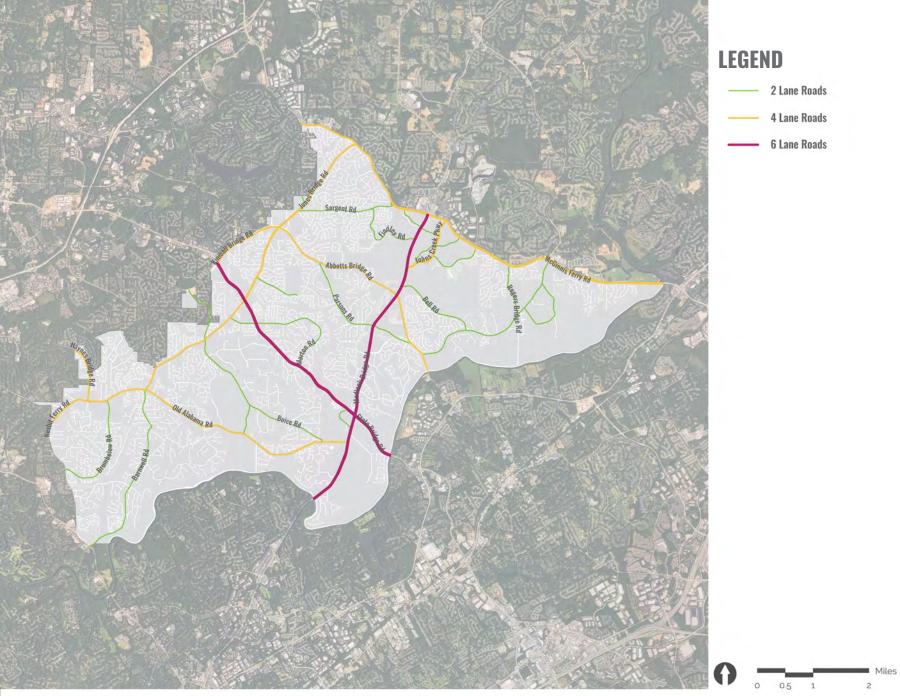
ROADWAY CLASSIFICATION CHANGES

As part of the transportation planning process, the existing Functional Classification Map was reviewed for necessary modifications. It was determined an update was necessary. Functional classifications are useful in determining how traffic flows and what kinds of future improvements are most appropriate:

- Arterial: Generally provide the fastest method of travel and typically have low accessibility from neighboring roads. They are usually designed with long-distance travel in mind
- **Collector:** The second most common and are used as a connection between local roads and arterial roads. They provide a balance between access and mobility.
- **Local:** The most common roads by far, but are also the slowest for travel. They are designed specifically to have high accessibility and to connect to collector and arterial roads, and are typically not used for through traffic.

FUNCTIONAL CLASSIFICATION CHANGES

Road	From	To	Previous	New
Old Alabama Road	Jones Bridge Road	Buice Road	Collector	Minor Arterial
Taylor Road	Jones Bridge Road	Mortons Crossing/ Chattahoochee High School/Taylor Road Middle School	Local	Collector
Findley Road	Sargent Road	SR 141/Medlock Bridge Road	Local	Collector
Hospital Parkway/ Johns Crossing	McGinnis Ferry Road	Johns Creek Parkway	Local	Collector
Johns Creek Parkway	McGinnis Ferry Road	SR 141/Medlock Bridge Road	Local	Collector
Lakefield Drive	McGinnis Ferry Road	Johns Creek Parkway	Local	Collector
Rogers Circle	Bell Road (west)	Bell Road (east)	Local	Collector
Wilson Road	SR 141/Medlock Bridge Road	Parsons Road	Local	Collector
Jones Bridge Road	McGinnis Ferry Road	Sargent Road	Collector	Minor Arterial

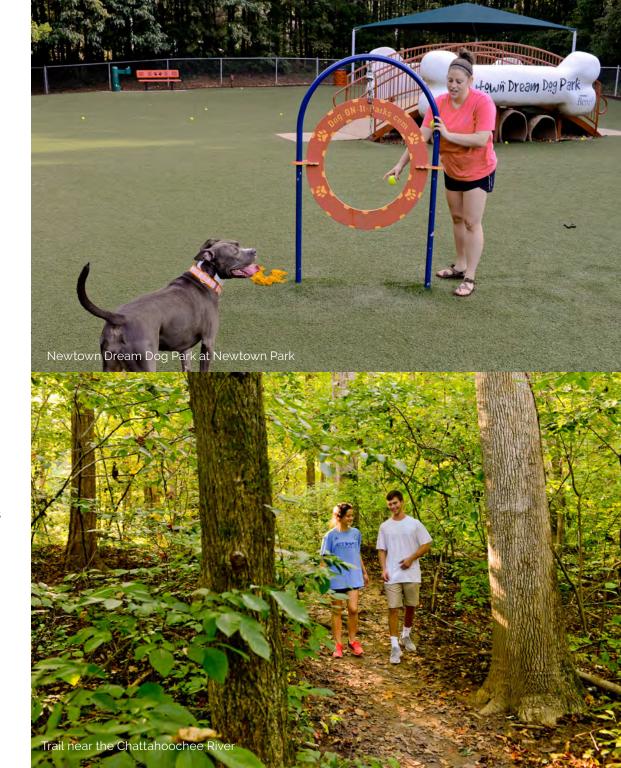


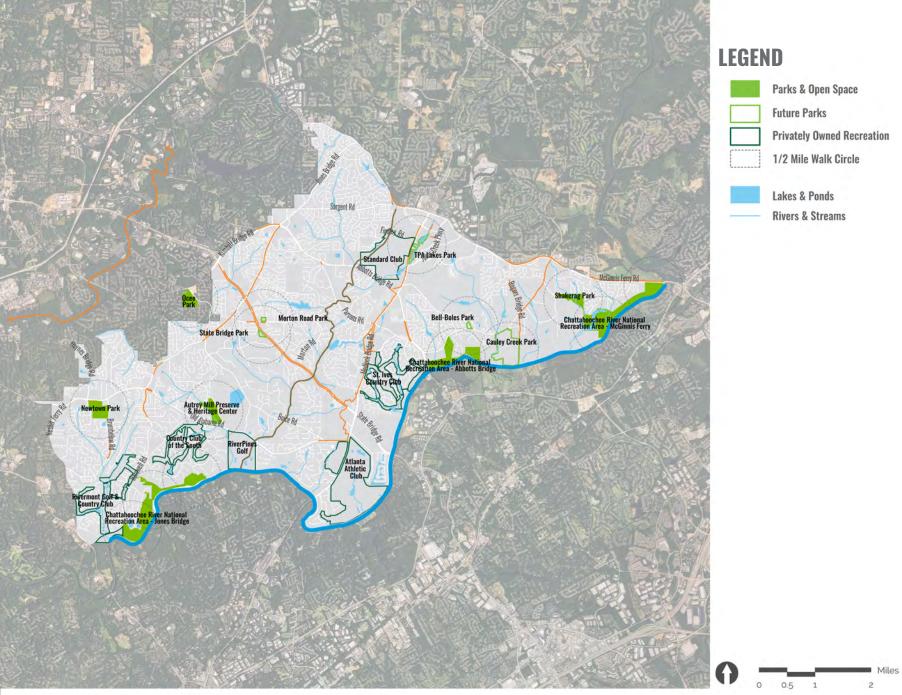
3.8 // OPEN SPACE & NATURAL RESOURCES

In 2016, the Johns Creek completed and adopted the Recreation and Parks Master Plan. This comprehensive plan update seeks to ensure that all the strategies and projects identified in the plan are met to fulfill Goal 4: " provide superior recreational and cultural activities throughout the City."

POLICIES

- Implement the strategies and projects identified in the Recreation and Parks Master Plan adopted by the City in 2016.
- In the event existing privatelyowned recreational facilities close or are put up for sale, the City should plan to acquire such properties and preserve them as open space or recreational facilities for the residents of Johns Creek.
- Encourage, allow, and support the private development of a performing/visual arts and event space as an entertainment venue and community resource.





ECONOMIC DEVELOPMENT

#	PROJECT NAME	2017	2018	2019	2020	2021	
ED1	Promote sustainable development	×	×	×	X	X	
ED2	Evaluate various methods for creating new infrastructure	X					
ED3	Implement the "Gateway" monument, branding, and streetscape program	X	X				
ED4	Promote the business identity of the City	X	X	X	X	X	
ED5	Create a master plan for potential Technology Park redevelopment to include economic impact analyses	X	X				
ED6	Maintain a proactive city government	X	X	X	X	X	
ED7	Improve infrastructure to encourage business growth and expansion	X	X	X	X	Х	
ED8	Develop broadband to encourage business growth and expansion to key development sites	X	X	X	X	Х	
ED9	Develop water and sewer infrastructure to encourage business growth and expansion of key development sites	X	X	X	X	Х	
ED10	Promote available sites and buildings	X	X	X	X	Х	

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
Community Development, Communications, Public Works	Staff		Carried over from most recent STWF
City Manager	Staff		Carried over from most recent STWP
Community Development, Communications, Public Works	\$200,000	General fund	Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	\$150,000	General fund, ARC	Carried over from most recent STWF
All departments	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage, Public Works	TBD	General fund, Fulton County	Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	TBD	General fund, JCA	Carried over from most recent STWF
City Manager, Community Development, Public Works	TBD	General fund, Fulton County	Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWF

ECONOMIC DEVELOPMENT (CONT'D)

#	PROJECT NAME	2017	2018	2019	2020	2021	
ED11	Create innovative partnerships to support existing businesses and new businesses	X	X	X	X	Х	
ED12	Streamline the business permitting and development process to be more user-friendly	X	X	X	X	X	
ED13	Evaluate current city economic development toolkit	X	X				
ED14	Work with landowners to develop sites for office, advanced manufacturing, research, and development	X	X	X	X	Х	
ED15	Identify key parcels that can readily be converted to shovel-ready sites	X	X	X	X	Х	
ED16	Encourage development of class A office, and research and development space	X	Х	X	Х	×	
ED17	Conduct a hotel feasibility study		Х	X			
ED18	Develop a list of unmet amenities for the City to pursue	Х	X				

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWI
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWI
City Manager, Community Development, Johns Creek Advantage	\$50,000	Convention & Visitors Bureau	Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWI

ECONOM	ECONOMIC DEVELOPMENT (CONT'D)								
#	PROJECT NAME	2017	2018	2019	2020	2021			
ED19	Maintain a range of housing product	X	X	Χ	X	X			
ED20	Use parks and recreational facilities as economic development drivers	X	×	×	X	X			
ED21	Promote the development of a venue to be used for community events, performing and visual arts events, and cultural events through a public-private partnership	×	X	X	X	X			
ED22	Expand retail, restaurant, and entertainment offerings	X	X	X	X	Х			
ED23	Explore potential incentives to attract new businesses to the City, and retain existing businesses	Х	X	X	X	Х			
ED24	Examine the feasibility of creating a Community Improvement District for the Technology Park area	Х	X						
ED25	Create a Community Improvement District for the Technology Park area		X	X					

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
City Manager, Community Development	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage, Recreation & Parks, Convention & Visitors Bureau	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage, Johns Creek Arts & Culture Board, Convention & Visitors Bureau	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	Staff		Carried over from most recent STWF
City Manager, Community Development, Johns Creek Advantage	Staff		
City Manager, Community Development, Johns Creek Advantage	\$100,000	General fund, Johns Creek Advantage	
City Manager, Community Development, Johns Creek Advantage	Staff		

ECONOMIC DEVELOPMENT (CONT'D)

#	PROJECT NAME	2017	2018	2019	2020	2021	
ED26	Work with businesses to create, attract, and retain target industries	X	X	X	X	X	
ED27	Explore options for public-private partnerships	X	X	X	X	×	
ED28	Create partnerships with healthcare providers to assist with identifying growth needs, and implementing strategies to meet them	X	X	X	X	X	
ED29	Create a land bank to control where future redevelopment occurs	X	X	X	X	×	
ED30	Create policies that will expedite the process of developing/ redeveloping class A office space, business and technology incubators, labs, and space for research and development	X	X	X			
ED31	Research the idea of creating a higher education center in Johns Creek, and begin meeting with potential partners to create a plan/ strategy to make it happen	X	X	X	X	X	
LAND US	E						
LU1	Promote pocket parks	X	×	×	X	X	
LU2	Evaluate methods to connect all current and future parks and to develop a continuous greenbelt network throughout new development	X	X	X	Х	Х	

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
City Manager, Community Development, Johns Creek Advantage	Staff		
City Manager, Community Development, Johns Creek Advantage	Staff		
City Manager, Community Development, Johns Creek Advantage	Staff		
City Manager, Community Development, Johns Creek Advantage	Staff		
City Manager, Community Development, Johns Creek Advantage	Staff		
City Manager, Community Development, Johns Creek Advantage	Staff		
Community Development, Recreation and Parks, Public Works	Staff		Carried over from most recent STWP
Community Development, Public Works	Staff		Carried over from most recent STWP

LAND USE (CONT'D)

#	PROJECT NAME	2017	2018	2019	2020	2021	
LU3	Comprehensive plan and STWP annual updates	X	X	X	X	X	
LU4	Conduct ordinance reviews and updates as directed by City Council	×	X	X	X	X	
LU5	Develop a Unified Development Code that combines a revised zoning ordinance with revised subdivision regulations, architectural design standards, sign ordinance, and other development standards		X	X			
LU6	Pursue Livable Centers Initiative (LCI) grant dollars to fund improvements to key development areas (i.e. Medlock Bridge at State Bridge and Jones Bridge at State Bridge)		Х	X	X	X	
LU7	Conduct annual training for Planning Commission and BZA	X	X	X	X	X	
LU8	Implement the Future Land Use map	X	X	X	X	X	
LU9	Create a master plan for potential Technology Park redevelopment to include economic impact analyses	X	X				
LU10	Create a master plan for potential Jones Bridge at State Bridge redevelopment			X	X		
COMMUN	IITY FACILITIES & SERVICES						
C1	Renew or renegotiate the Service Delivery Strategy as required by HB 489	X	X	X	X	X	
C2	Adult activity center programming	X	X	X	X	X	
C3	Conduct Fire Station 64 Feasibility/Location Study	X					
POPULA	TION						
P1	Establish citizen participation boards and commissions	X	X	X	X	×	
P2	Document the special needs population	X	Х	Х	Х	X	

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
Community Development	Staff		Carried over from most recent STWP
Community Development	Staff		Carried over from most recent STWP
Community Development	\$250,000	General fund	Carried over from most recent STWP
Community Development	Staff		Carried over from most recent STWP
Community Development	Staff		Carried over from most recent STWP
Community Development	Staff		
City Manager, Community Development, Johns Creek Advantage	\$150,000	General fund, LCI	Duplicate of ED5; ARC funding dependent on being awarded LCI grant dollars
City Manager, Community Development	\$100,000	General fund, LCI	ARC funding dependent on being awarded LCI grant dollars
City Manager	Staff		Carried over from most recent STWP
Recreation & Parks	 Staff	CDBG	Carried over from most recent STWP
City Manager, Fire Department	\$15,000	General fund	Carried over from most recent STWP
City Manager, Community Development	Staff		
Public Works	Staff		

INTERGOVERNMENTAL COORDINATION

#	PROJECT NAME	2017	2018	2019	2020	2021	
IC1	Maintain Intergovernmental Service Agreements (DCA Model Code 10-5)	X	X	X	Х	×	
IC2	Maintain Intergovernmental Service Agreement with Fulton County for Animal Control	X	X	Х	Х	×	
IC3	Maintain Intergovernmental Service Agreement with Fulton County for Sewer Service	Х	X	X	X	X	
IC4	Maintain Intergovernmental Service Agreement with Fulton County for Municipal Elections	X	X	X	X	×	
IC5	Maintain Intergovernmental Service Agreement with Fulton County for Tax Collection	X	X	X	X	X	
IC6	Maintain Intergovernmental Agreement with Lumpkin County for Jail Service	Х	X	X	X	X	
IC7	Maintain Intergovernmental Service Agreement for Ambulance Service with Alpharetta, Milton and Roswell (EMROC)	X	X	X	X	×	
IC8	Continue coordination mechanisms with National Park Service to ensure pedestrian/bicycle connectivity with existing and developing facilities	X	X	X	X	×	
IC9	Plan to meet or improve current level of service provisions	X	X	X	X	Χ	
IC10	Evaluate possible coordination with neighboring governments to develop a Rogers Bridge pedestrian/bicycle crossing	X	X				
NATURA	L & CULTURAL RESOURCES						
NC1	Improvements to Autrey Mill Preserve	×	×	×		X	
NC2	Improvements to Newtown Park	Χ		X		X	
NC3	Improvements to Ocee Park	Χ		X		X	

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
City Manager	Staff		Carried over from most recent STWP
City Manager	Staff		Carried over from most recent STWP
City Manager	Staff		Carried over from most recent STWP
City Manager	Staff		Carried over from most recent STWP
City Manager	Staff		Carried over from most recent STWP
City Manager	Staff		Carried over from most recent STWP
City Manager	Staff		Carried over from most recent STWP
Community Development	Staff		Carried over from most recent STWP
All departments	Staff		Carried over from most recent STWP
Public Works, Community Development	Staff		Carried over from most recent STWP
Recreation & Parks	\$825,600	Bonds, General fund	Recreation & Parks Master Plan
Recreation & Parks	\$1,108,860	Bonds, General fund	Recreation & Parks Master Plan
Recreation & Parks	\$625,900	Bonds, General fund	Recreation & Parks Master Plan

NATURAL & CULTURAL RESOURCES

#	PROJECT NAME	2017	2018	2019	2020	2021	
NC4	Improvements to Shakerag Park	X		X	X	X	
NC5	Construction of Bell-Boles Park	X					
NC6	Design and construction of Tournament Park		Х				
NC7	Design and construction of indoor facilities		X	X	X		
NC8	Land acquisition for future parks		X				
NC9	Maintain Autrey Mill Preserve, Newtown Park, Ocee Park, Shakerag Park, Cauley Cree Park, Technology Park Linear Park, pocket parks, indoor facilities, and future parks	X	X	X	X	X	
NC10	Design and construct a Town Green			X			
NC11	Rogers Bridge replacement/refurbishment study		X	X			
NC12	Implementation of Rogers Bridge replacement/refurbishment			X	X		
NC13	Autrey Mill Area Trail Study		X	X			
NC14	Autrey Mill - trail linkage to Autrey Mill Middle School			X	X		
NC15	Autrey Mill - trail linkage to Spruill Oaks Library				X	X	
NC16	Autrey Mill - trail linkage from Spruill Oaks Library to Power Easement				X	X	
NC17	Trail along Georgia Power Easement from the Chattahoochee River to Buice Road			Χ	X	X	
NC18	Conduct a Performing Arts/Civic Center Feasibility Study	X	X				

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
Recreation & Parks	\$998,200	Bonds, General fund	Recreation & Parks Master Plan
Recreation & Parks	\$551,500	Bonds, General fund	Recreation & Parks Master Plan
Recreation & Parks	\$16,199,870	Bonds, General fund, Private	Recreation & Parks Master Plan
Recreation & Parks	\$6,000,000	Bonds, General fund	Carried over from most recent STWP
Recreation & Parks	\$25,000,000	Bonds, General fund	Recreation & Parks Master Plan
Recreation & Parks	\$5,000,000	General fund	Recreation & Parks Master Plan
Recreation & Parks	\$5,000,000	Bonds, General fund, Private	Recreation & Parks Master Plan
Recreation & Parks	\$50,000	General fund	Recreation & Parks Master Plan
Recreation & Parks	TBD	Bonds, General fund	Recreation & Parks Master Plan
Recreation & Parks	\$50,000	General fund	Recreation & Parks Master Plan
Recreation & Parks	TBD	Bonds, General fund	Recreation & Parks Master Plan
Recreation & Parks	TBD	Bonds, General fund	Recreation & Parks Master Plan
Recreation & Parks	TBD	Bonds, General fund	Recreation & Parks Master Plan
Recreation & Parks	TBD	Bonds, General fund	Recreation & Parks Master Plan
Community Development, Johns Creek Arts & Culture Board	\$50,000	General fund	Recreation & Parks Master Plan
	Recreation & Parks	Recreation & Parks \$998,200 Recreation & Parks \$551,500 Recreation & Parks \$16,199,870 Recreation & Parks \$6,000,000 Recreation & Parks \$25,000,000 Recreation & Parks \$5,000,000 Recreation & Parks \$50,000 Recreation & Parks \$50,000 Recreation & Parks TBD Recreation & Parks TBD	Recreation & Parks \$998,200 Bonds, General fund Recreation & Parks \$551,500 Bonds, General fund Recreation & Parks \$16,199,870 Bonds, General fund, Private Recreation & Parks \$6,000,000 Bonds, General fund Recreation & Parks \$25,000,000 Bonds, General fund Recreation & Parks \$5,000,000 Bonds, General fund Recreation & Parks \$5,000,000 General fund Recreation & Parks \$50,000 General fund Recreation & Parks TBD Bonds, General fund

TRANSPORTATION

OPERATIONAL & SAFETY IMPROVEMENTS

#	PROJECT NAME	2017	2018	2019	2020	2021	
OSI-01	Medlock Bridge Road at State Bridge Road Operational and Safety Improvements						
OSI-02	Newtown Park Node Operational and Safety Improvements						
OSI-03	Technology Park Node Operational and Safety Improvements						
OSI-04	Nesbit Ferry Road Improvements						
OSI-05	Barnwell Road Operational and Safety Improvements						
OSI-06	Old Alabama Road at Spruill Road Potential Roundabout						
OSI-07	Old Alabama Road at Autrey Falls Way Potential Roundabout						
OSI-08	Jones Bridge Road at Waters Road Intersection Improvement						
OSI-09	McGinnis Ferry Road at Sargent Road Intersection Improvement						
OSI-10	Jones Bridge Road at Morton Road Potential Roundabout						
OSI-11	Bell Road at Old Homestead Trail/Cauley Creek Park Entrance Potential Roundabout						
OSI-12	Jones Bridge Road at Sargent Road Potential Roundabout						
OSI-13	Barnwell Road at Holcomb Bridge Road Operational Improvement						
OSI-14	Medlock Bridge Road at Wilson Road Operational Improvement						
OSI-15	Re-align Rogers Bridge Road at Bell Road						
OSI-16	Bell Road at Rogers Circle (south) Potential Roundabout						
OSI-17	Bell Road at Rogers Circle (north) Potential Roundabout						
OSI-18	Buice Road at Spruill Road Potential Roundabout						
OSI-19	Crosswalk at Jones Bridge Road and Old Alabama Road						
OSI-20	Turn Lane Extensions at Autrey Mill Middle School						

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES

TRANSPORTATION (CONT'D)

OPERATIONAL & SAFETY IMPROVEMENTS (CONT'D)

#	PROJECT NAME	2017	2018	2019	2020	2021
OSI-21	Morton Road at Cameron Forest Parkway Potential Roundabout					
OSI-22	Jones Bridge Road at Douglas Road Potential Roundabout					
OSI-23	Bell Road at Rogers Bridge Road Potential Roundabout					
OSI-24	Barnwell Road Improvements					
OSI-25	Bell Road and Rogers Circle Improvements					
OSI-26	Bell Road at Bellmont Ridge Left Turn Lanes					
OSI-27	Parsons Road at Wilson Road Potential Roundabout					
OSI-28	Parson Road at Highgate Manor Ct Left Turn Lanes					
OSI-29	Parson Road at Stonefield Landing Left Turn Lane					
OSI-30	Parson Road at Hampstead Way Left Turn Lane					
OSI-31	Parson Road at Wilshire Chase Dr Left Turn Lane					
OSI-32	Parsons Road at St. Ives Country Club Pkwy Left Turn Lane					
OSI-33	Sargent Road at Findley Road Potential Roundabout					
OSI-34	Old Alabama Road at Waits Ferry Crossing Potential Roundabout					
OSI-35	Old Alabama Road at Autrey Mill Middle School western driveway					
OSI-36	Taylor Road at Mortons Xing/ Taylor Road Middle School Driveway					
OSI-37	Medlock Bridge Road at Abbotts Bridge Road Intersection Improvement					
OSI-38	Old Alabama Road at Foxworth Drive Left Turn Lanes					

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES

TRANSPORTATION (CONT'D)

NEW	LOCAL	ROADWAYS

#	PROJECT NAME	2017	2018	2019	2020	2021	
NLR-01	Medlock Bridge Road at State Bridge Road New Roadway Network						
NLR-02	Newtown Node New Roadway Network						
NLR-03	Technology Park Node New Roadway Network						
NLR-04	New roadway connecting State Bridge Road to Jones Bridge Road in Northwest						
NLR-05	New roadway connecting State Bridge Road to Jones Bridge Road in Northeast						
ACTIVE TR	ANSPORTATION						
MUP-01	Medlock Bridge Road at State Bridge Road Multi-Use Path Network						
MUP-02	Newtown Park Node Multi-Use Path Network						
MUP-03	Technology Park Node Multi-Use Path Network						
MUP-04	Chattahoochee River Multi-Use Path						
MUP-05	Old Alabama Road Multi-Use Path						
MUP-06	Power Line Multi-Use Path						
MUP-07	Path on south side of Sargent Road from Jones Bridge Road to McGinnis Ferry Road						
MUP-08	Jones Bridge Road/Barnwell Road Multi-Use Path						
MUP-09	Findley Oaks Elementary Multi-Use Paths						
MUP-10	Buice Road/Autrey Mill Road Multi-Use Path						
MUP-11	Taylor Road Path						
MUP-12	Morton Road Path Extension						
MUP-13	Parsons Road/Abbotts Bridge Road Multi-Use Paths						

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
RESPONSIBLE PARTY	GUST ESTIMATE	FUNDING SUURGE	NOTES
			Co. III Dood to Disco Dood
			Spruill Road to Buice Road

TRANSPORTATION (CONT'D)

ACTIVE TRANSPORTATION (CONT'D)

#	PROJECT NAME	2017	2018	2019	2020	2021	
MUP-14	Boles Road/Bell Road Multi-Use Paths						
MUP-15	Bell Road Connector Path						
MUP-16	Rivermont Parkway Path						
MUP-17	Brumbelow Road Path						
MUP-18	Jones Bridge Trail						
MUP-19	Chattahoochee River Bridge						
MUP-20	Mortons Crossing Bike/Pedestrian/PTV Connection						
MUP-21	Taylor Road Middle School Path Connections						
MUP-22	McGinnis Ferry Road Multi-Use Paths						
MUP-23	Rogers Bridge Road Multi-Use Paths						
MUP-24	Morton Road Multi-Use Path						
MUP-25	Bell Road Path						
MUP-26	Taylor Road - Hampstead Way Connecting Trail						
MUP-27	Path Bridge over Medlock Bridge Road just north of Parsons Road						
MUP-28	Addison Place/Way Path (Dr. Robert E. Fulton Regional Library Connection)						
MUP-29	Medlock Bridge Road Path						
SP-1	Sidewalk Improvement Program						
ROADWAY	CAPACITY						
CAP-01	Medlock Crossing Parkway Additional Westbound Lane						
CAP-02	Old Alabama Road Capacity Improvements						
CAP-03	Medlock Bridge Capacity Project						

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
			Requires coordination with City of
			Roswell

RNANWAY	CAPACITY	(CUNT,U)
NUADNAI	UNINUIII	וע וווטטו

#	PROJECT NAME	2017	2018	2019	2020	2021
CAP-04	State Bridge Road Capacity Project					
CAP-05	SR-120 Capacity Improvements and Multi-use Trails					
CAP-06	Haynes Bridge Road Capacity Project					
CAP-07	State Bridge Road Capacity Project					
CAP-08	McGinnis Ferry Road Widening					
CAP-09	Jones Bridge Road Capacity Project					
BRIDGE &	ROADWAY MAINTENANCE					
BRI-02	Brumeblow Road over Chattahoochee River Tributary Bridge Improvement					
BRI-04	Barnwell Road over Hogans Creek Bridge Improvement					
BRI-05	Old Alabama Road over Autrey Mill Creek Improvement					
BRI-06	Old Alabama Road over Johns Creek Bridge Improvement					
BRI-07	Bell Road over Chattahoochee Tributary Bridge Improvement					
BRI-08	Buice Road over Johns Creek Bridge Improvement					
SR-1	Street Resurfacing Program					
SAFETY, E	FICIENCY, & INFRASTRUCTURE PROJECTS					
IO-1	City-Wide Signal System/ITS/Communications Network Enhancements					
10-2	Paved Shoulders					
IO-3	Landscaping and Aesthetic Enhancements					
10-4	Future Vehicle Technology					

RESPONSIBLE PARTY	COST ESTIMATE	FUNDING SOURCE	NOTES
			Joint project with Gwinnett Cou
Total	\$		





ECONO	OMIC DEVELOPMENT				Ì	Í
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
ED1	Develop a "Gateway" program	Χ				
ED2	Promote sustainable development		Χ			
ED3	Evaluate various financing methods for creating new infrastructure		X			
ED4	Analyze the financial impacts of growth. Explore the feasibility of an Impact Fee Program	X				
ED5	Survey top ten employers for affordability issues and conduct price-point availability study to ensure housing cost does not inhibit quality growth	X				Completed by Johns Creek Advantage
ED6	Implement the "Gateway" program		Χ			
LAND	USE					
LU1	Develop sign regulations to control the aesthetic impact on the community	Х				
LU2	Create development area specific community, landscaping and streetscape standards (Community Standards) and corridor management and design standards for each character area.	X				
LU3	Promote pocket parks		Х			Morton Road pocket park land purchased; Parks Master Plan adopted in 2016

LAND	JSE (CONT'D)					
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
LU4	Incorporate preservation requirements into the Zoning Ordinance for identified historical/archeological resources and cemeteries				X	Not warranted due to the results of the Historic Resources Survey
LU5	Develop a historic preservation program.				Х	Not warranted due to the results of the Historic Resources Survey
LU6	Incorporate shared parking/parking maximums into the Zoning Ordinance	X				
LU7	Implement the Tree Bank Program	Χ				
LU8	Investigate a Tree Credit Program	Χ				
LU9	Review the existing tree ordinance	Χ				
LU10	Review the existing mixed-use ordinance	X				
LU11	Develop historic design guidelines for identified resources				Х	Not warranted due to the results of the Historic Resources Survey
LU12	Develop residential infill and commercial redevelopment zoning regulations to ensure compatible development		Х			Investigate during comprehensive plan update and development of Unified Development Code

LAND	USE (CONT'D)					
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
LU13	Consider places where mixed income communities may be appropriate to address affordable housing	Х				
LU14	Investigate possible locations for a Town Center, City Center, City Hall (TCC)	X				Facilitator services utilized - further economic development study underway
LU15	Implement Safe Routes to School campaign in coordination with schools and community		х			Future sidewalk and trail map adopted, and is being implemented along with new development
COMM	UNITY FACILITIES & SERVICES					
C1	Maintain Intergovernmental Service Agreements (DCA Model Code 10-5)		X			
C2	Maintain Intergovernmental Service Agreement with Fulton County for 911 Services until other options are explored	x				Privatized PSAP established
C3	Explore 911 Service options with Sandy Springs and Dunwoody	Х				Privatized PSAP established

COMM	UNITY FACILITIES & SERVICES (CONT'D)					
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
C4	Maintain Intergovernmental Service Agreement with Fulton County for Animal Control		Х			
C5	Maintain Intergovernmental Service Agreement with Fulton County for Fire/ Safety Services until Sept. 30, 2008	X				
C6	Maintain Intergovernmental Service Agreement with Fulton County for Sewer Service		X			
C7	Maintain Intergovernmental Service Agreement with Fulton County for Municipal Elections		Х			
C8	Maintain Intergovernmental Service Agreement with Fulton County for Tax Collection		X			
C9	Maintain Intergovernmental Agreements with Doraville and Irwin County for Jail Service		Х			Lumpkin County
C10	Renew or Renegotiate the Service Delivery Strategy		Х			Required by HB 499
C11	Maintain Intergovernmental Service Agreement for EMS and Ambulance Service with Alpharetta, Milton and Roswell		Х			

COMM	UNITY FACILITIES & SERVICES (CONT'D)					
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
C12	Review the existing feasibility study to convert the historic school to a community center	X				
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			Discuss opportunities with surrounding municipalities (Alpharetta, Roswell, Peachtree Corners and Forsyth County).
POPU	LATION					
P1	Establish citizen participation boards and commissions		X			Established Public Art Board, Sign Ordinance Task Force, Zoning Procedures Task Force, and Comprehensive Plan . Additional boards to be established as necessary. Establish task force for Unifed Development Code.
P2	Document the special needs population		Х			

POPU	POPULATION (CONT'D)							
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES		
P3	Establish a Citizens Assistance Program	Χ						
P4	Establish an Americans with Disabilities (ADA) Program	Х						
HOUS	ING							
H1	Conduct an in-depth study/inventory of existing housing availability, price, condition and status	Х						
INTER	GOVERNMENTAL COORDINATION							
IC1	Establish coordination mechanisms with National Park Service to ensure pedestrian/bicycle connectivity with existing and developing facilities		Х			Continued conversation with National Park Service about potential lease opportunities or land swaps		
IC2	Plan to meet or improve current level of service provision		Х			Service delivery strategy has been adopted		
IC3	Maintain Intergovernmental Service Agreements (DCA Model Code 10-5) (See Community Facilities and Services for Individual Programs)		Х			Service delivery strategy has been adopted		
NATUI	RAL & CULTURAL RESOURCES							
NC1	Conduct an in-depth study/inventory of existing housing availability, price, condition and status	Х						

NATUR	NATURAL & CULTURAL RESOURCES (CONT'D)								
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES			
NC2	Implement a comprehensive Storm Water Management Program (SWMP)								
NC3	Explore the feasibility of Storm Water Utility Program								
NC4	Acquire Shakerag Park	Χ							
NC5	Create a a Citywide Park Master Plan	X							
NC6	Develop Shakerag Park: Phase I	Χ							
NC7	Develop Shakerag Park: Phase II			Х		Park master plan under Council review period			
NC8	Create a plan to investigate the location of future pocket parks	X							
NC9	Acquire land for the purpose of pocket parks								
NC10	Develop pocket parks	Χ							
NC11	Explore the possibility of acquiring GDOT open space								
GREEN	PLAN								
G1	Locate land for riverfront park in planning subarea 1				Х	Potential park land sold to private land owner			
G2	Purchase land for riverfront park in planning subarea 1				Х	See note for G1			

GREEN	PLAN (CONT'D)					
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
G3	Design riverfront park in planning subarea 1				X	See note for G1
G4	Construct riverfront park in planning subarea 1				X	See note for G1
G5	Locate land for Upper Johns Creek Greenway in planning subarea 2	Х				
G6	Purchase land and design Upper Johns Creek Greenway in planning subarea 2			X		
G7	Construct Upper Johns Creek Greenway in planning subarea 2			X		
G8	Locate and purchase land for first community park in planning subarea 2			Χ		
G9	Design community park in planning subarea 2			X		
G10	Construct community park in planning subarea 2			Χ		
G11	Locate land for riverfront park in planning subarea 3				Х	Potential park land sold to Trust for Public Land and subsequently conveyed to the U.S. National Park Service
G12	Purchase land for riverfront park in planning subarea 3				Х	See note for G12

GREEN	PLAN (CONT'D)					
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
G13	Design riverfront park in planning subarea 3				X	See note for G12
G14	Construct riverfront park in planning subarea 3				X	See note for G12
G15	Locate land for first segment of Riverfront Greenway in planning subarea 3				X	Potential park land sold to Trust for Public Land and subsequently conveyed to the U.S. National Park Service
G16	Purchase land for first segment of Riverfront Greenway in planning subarea 3				X	See note for G15
G17	Design and construct first segment of Riverfront Greenway in planning subarea 3				Х	See note for G15
G18	Investigate connectivity to existing parks in neighboring jurisdictions bordering subarea 2				X	

TRANS	TRANSPORTATION PROJECTS INCLUDED IN ARC'S E6 2008-2013 TIP & GDOT'S CONSTRUCTION WORK PROGRAM							
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES		
T1	Design and construct intersection improvement at Jones Bridge Rd at Waters Rd	X						
T2	Design and construct intersection improvement at Jones Bridge Rd at Buice Rd	X						
T3	Design and construct intersection improvement at Jones Bridge Rd at Morton Rd	Х						
T4	Design and construct intersection improvement at Boles Rd at Bell Rd	X						
T5	Design and construct intersection improvement at Bell Rd at Rogers Bridge Rd (including the undeveloped portion of Rogers Bridge Rd)				Х			
Т6	Construction of McGinnis Ferry Rd widening at Chattahoochee River	X				GDOT project		
Т7	Design and ROW for McGinnis Ferry Rd widening from Union Hill Rd to Sargent Rd			Х		Long range project (2020-2030)		
Т8	Construct Johns Creek Greenway - Segment	X						

TRANS	PORTATION PROJECTS INCLUDED IN ARC'S E6	2008-2013 TII	P & GDOT'S COI	NSTRUCTION WOI	RK PROGRAM	(CONT'D)
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
T9	Design and construct Johns Creek Greenway - Segment 2	X				Completed trail connection along Kimball Bridge to Webb Bridge Road, remaining project absorbed into T13
T10	Construct community park in planning subarea 2				X	Deleted in ARC's PLAN2040
T11	ROW for Old Alabama Rd improvements from Jones Bridge Rd to Buice Rd				X	Absorbed into T26
T12	ROW and construct Old Alabama Rd from Buice Rd to Medlock Bridge Rd	X				
T13	ROW and construct intersection improvement at Medlock Bridge Rd at Abbotts Bridge Rd	X				Some elements absorbed into T26
PROJE	CTS INCLUDED IN JOHNS CREEK 2008 COMPRI	EHENSIVE PLAN				
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	Absorbed into T13

PROJE	CTS INCLUDED IN JOHNS CREEK 2008 COMPRI	EHENSIVE PLAN	(CONT'D)			
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
T15	Develop concept design considering innovative intersection configurations at Medlock Bridge Rd at Abbotts Bridge Rd intersection				Х	Absorbed into T13
T16	Develop concept design considering innovative intersection configurations at State Bridge Rd at Kimball Bridge Rd intersection				X	Absorbed into T13
T17	Develop concept design considering innovative intersection configurations at State Bridge Rd at Jones Bridge Rd intersection	x				
T18	Develop concept design considering innovative intersection configurations at Jones Bridge Rd at Abbotts Bridge Rd intersection				Х	Absorbed into T13
T19	Implement intersection operational improvement at Old Alabama Rd at Jones Bridge Rd		Х			
T20	Implement intersection operational improvement at Old Alabama Rd at Haynes Bridge Rd				Х	Absorbed into T26
T21	Study corridors to identify where turn lanes are beneficial along Barnwell Rd, Bell/Boles Rd, Sargent Rd, and Parsons Rd		Х			

PROJE	CTS INCLUDED IN JOHNS CREEK 2008 COMPR	EHENSIVE PLAN	(CONT'D)		,	·
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
T22	Design and ROW along Barnwell Rd corridor to provide turn lanes and improve sight distance		X			
T23	Design and ROW along Bell/Boles Rd corridor to provide turn lanes and improve sight distance		X			
T24	Design and ROW along Sargent Rd corridor to provide turn lanes and improve sight distance	Х				
T25	Develop concept design for capacity and/or operational improvements along Abbotts Bridge Rd				X	Absorbed into T13
T26	Design and construct Old Alabama Rd improvements from Nesbit Ferry Rd to Jones Bridge Rd	x				
T27	Develop a Safe Routes to School plan including traffic circulation, pedestrian, and bicycle travel mode			Х		
T28	Implement Safe Routes to School campaign in coordination with schools and community			х		

PROJE	CTS INCLUDED IN JOHNS CREEK 2008 COMPRI	HENSIVE PLAN	(CONT'D)			
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
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				Draft standards were part of the final deliverables for the NFCTP
T30	Construct Traffic Control Center (TCC) for monitoring of traffic conditions and signal systems	X				
T31	Prepare traffic monitoring and incident response plan to facilitate mobility and incident management (along with other ITS technologies, as appropriate)		x			
T32	Perform regular signal system maintenance and retiming (retiming and major signal maintenance for each signal every five years - 65 signals)		Х			
T33	Establish Travel Demand Management (TDM) program to facilitate/promote carpool/vanpool opportunities, teleworking, and mixed use development	Х				As part of draft recommendations of NFCTP
T34	Maintain travel demand model			X		

PROJE	PROJECTS INCLUDED IN JOHNS CREEK 2008 COMPREHENSIVE PLAN (CONT'D)							
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES		
T35	Perform traffic volume counts on an annual basis		x					
T36	Perform repaving/reconstruction to bring all roadways up to PCI index of above 70		Х					
Т37	Create Major Thoroughfare Plan to indicate existing and future ROW recommendations	x				Completed as part of NFCTP. Future ROW recommendations included in Development Guidelines		
T38	Study McGinnis Ferry Rd corridor to determine further operational improvements needed following completion of the current widening project, in coordination with Forsyth County			Х				
T39	Study Medlock Bridge Rd corridor to evaluate capacity options, in coordination with Forsyth and Gwinnett counties	x						
T40	Explore opportunities for multi-modal river crossing, in coordination with Gwinnett County and City of Duluth				X			

PROJE	CTS INCLUDED IN JOHNS CREEK 2008 COMPRI	EHENSIVE PLAN	(CONT'D)			
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES
T41	Identify intersection operations and minor geometric improvement needs not included in work program		X			
T42	Implement intersection operations and minor geometric improvements (assumes 10 locations)		X			
T43	Identify bridge conditions and establish maintenance program		X			
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		
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			
T46	Study Medlock Bridge Rd corridor to identify location of potential park and ride lots for secure overnight parking		Х			

PROJE	PROJECTS INCLUDED IN JOHNS CREEK 2008 COMPREHENSIVE PLAN (CONT'D)						
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES	
T47	Develop neighborhood infrastructure program for signalization, resurfacing, sidewalk, drainage, and pedestrian/bicycle connection to facilities				X		
T48	Implement neighborhood infrastructure program annually for signalization, resurfacing, sidewalk, drainage, and pedestrian/bicycle connection to facilities				X		
T49	Develop multi-use trail map and program including landscaping and parking/trailheads	X					
T50	Implement multi-use trails map and program previously approved by Mayor and City Council	Х					
T51	Create database of remnant pieces from GDOT and Fulton County for potential green space	X					
T52	Create median beautification program for Medlock Bridge Rd, State Bridge Rd, and McGinnis Ferry Rd	X					
T53	Implement median beautification program for Medlock Bridge Rd, State Bridge Rd, and McGinnis Ferry Rd (18 miles)	Х					

PROJECTS INCLUDED IN JOHNS CREEK 2008 COMPREHENSIVE PLAN (CONT'D)							
#	PROJECT NAME/DESCRIPTION	COMPLETE	UNDERWAY	POSTPONED	DROPPED	NOTES	
T54	Create storm drain maintenance program	Х					
T55	Implement storm drain maintenance program		X				
T56	Study Haynes Bridge Rd between Old Alabama Rd and City limit to evaluate potential for additional capacity within existing ROW	х					
T57	Study Medlock Bridge Rd between Old Alabama Rd and State Bridge Rd to evaluate potential for additional capacity within existing ROW	x					
T58	Study/survey Jones Bridge Rd between State Bridge Rd and Douglas Rd to evaluate potential for additional capacity within existing ROW	Х					

4.2 // CONSISTENCY WITH REGIONAL WATER PLAN & ENVIRONMENTAL CRITERIA

WATER PROTECTION REGULATIONS & POLICIES

The City of Johns Creek development regulations and the Connect Johns Creek Comprehensive Plan include policies that are consistent with the regional water plan and environmental planning criteria. These criteria include the Metropolitan North Georgia Water Planning district plans, Part 5 Environmental Planning Criteria of the Georgia Planning Act, and local City of Johns Creeks ordinances.

WATER SUPPLY WATERSHEDS

Johns Creek lies within the Chattahoochee watershed. According to the Georgia Department of Natural Resources the City is also located within the Upper Chattahoochee drinking water supply watershed. The southern border of the City is defined by the Chattahoochee River. The land along this corridor is protected by the Metropolitan River Protection Act. Additional stream buffer provisions

have been enacted by the City of Johns
Creek under Chapter 109, Article V of
their Code of Ordinances. These include a
undisturbed natural vegetative buffer of 50
feet measured horizontally on both stream
banks as measured from the point of
wrested vegetation. An additional setback
of 25 feet measured horizontally beyond
the undisturbed natural vegetative buffer
prohibits impervious cover. Grading filling
and earth moving shall be minimized within
this setback.

GROUNDWATER RECHARGE AREAS

According to the Georgia Department of Natural Resources (DNR) mapping, a portion of the City is located within a groundwater recharge area. This area is labeled on the DNR's map as land with potentially thick soils which can store filter groundwater. This recharge area exists in the north/northwest portion of the City that borders Alpharetta. Special land use considerations may be warranted in the area in order to appropriately protect this important resource.

WETLANDS

According to data compiled through

the National Wetlands inventory, wetland areas exist at creeks, ponds and the length of the Chattahoochee River that spans Johns Creek border. The City has adopted wetland protection policies in The Code of The City of Johns Creek. Wetlands are considered primary conservation areas which also include cemeteries. alluvial soils, various bodies of water. riparian zones, and existing slopes greater than 25% on average with a site area greater than 5,000 SF. Active recreation is prohibited in these areas unless approved by the Director of Community Development. These areas are counted as open space.

PROTECTED MOUNTAINS

Johns Creek does not contain any protected mountains.

PROTECTED RIVER CORRIDORS

The Metropolitan River Protection Act originally adopted in 1973, protects the Chattahoochee River Corridor, a portion which is located in Johns Creek, which extends from the Buford Dam through Douglas County. The Chattahoochee River and its tributaries fall under the protection of the

Metropolitan River Protection Act.

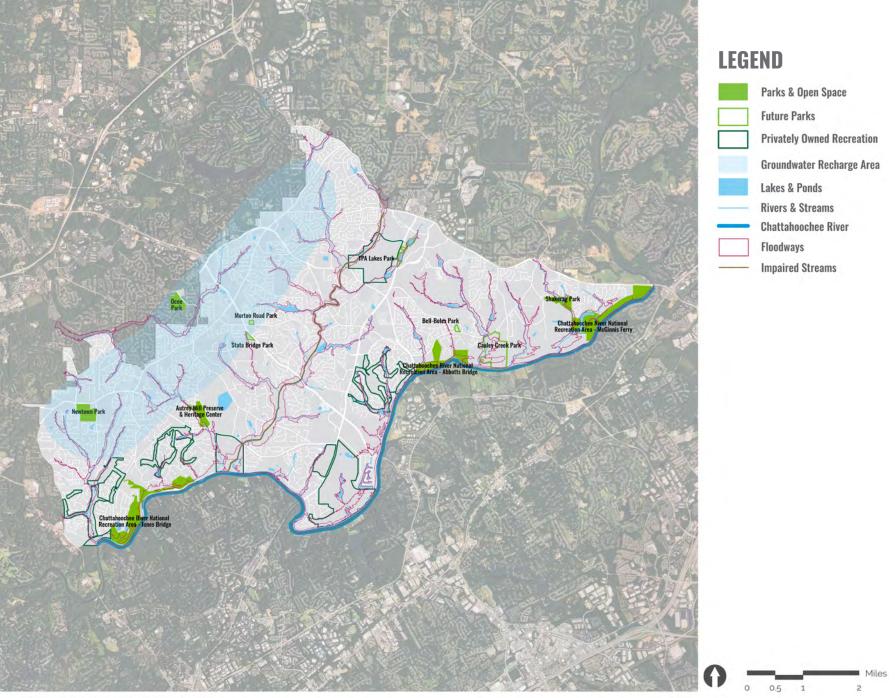
No land-disturbing activities may occur in the 35 foot riparian buffer along the main stem of the Chattahoochee River and along all tributaries within 2,000 feet of the river. In addition, the Chattahoochee River is protected by the Tributary Protection Act and the Georgia Mountain and River Protection 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.

FLOOD PLAINS

Johns Creek has a Floodplain Management and Flood Damage Prevention ordinance which was last updated in March of 2015. The ordinance provisions are designed to:

- Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- Restrict or prohibit uses which are dangerous to health, safety and property due to flooding or erosion hazards, or which increase flood heights, velocities, or erosion;

- Control filling, grading, dredging, and other development which may increase flood damage or erosion;
- Prevent or regulate the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards to other lands;
- Limit the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of flood waters; and
- Protect the stormwater
 management, water quality, stream
 bank protection, stream corridor
 protection, wetland preservation,
 and ecological functions of natural
 floodplain areas.



4.3 // STAKEHOLDER INTERVIEW QUESTIONS & ANSWERS

Between September 29th, 2016 and October 6th, 2016, 11 of 15 stakeholders were interviewed. The majority of these interviews took place in person, while some were conducted over the phone.

Stakeholders were asked some combination of 15 questions, ranging from the very general to the more specific. Answers given to the Project Team are grouped by theme, and are located on the following pages. It must be noted that these answers may have been edited for clarity, and do not necessarily reflect the opinions of all Johns Creek residents.

OUESTIONS

- What do you think should be the primary goals of Connect Johns Creek?
- 2. What one word would you use to describe the city as it is today? What one word would you use to describe what it could become in the future?
- 3. Are you happy with the direction the city is going?
- 4. What do you think are the City's biggest challenges?
- 5. What do you think are the City's biggest opportunities?
- 6. What aspect of the City do you think needs the most attention as we begin our assessments?
- 7. What area of the City do you believe has the most potential to change/redevelop?
- 8. Why would a business want to relocate here? What could Johns Creek do to make it more attractive to businesses looking to relocate?

- 9. Why would someone want to move to Johns Creek? What could Johns Creek do to make it more attractive to people looking to move to metro Atlanta?
- 10. What issue is most prevalent to the community you are representing?
 Who are the most important leaders in your community—the people who can make things happen even if they are not in formal leadership positions?
- 11. How do you think should we manage the community's expectations for Johns Creek while managing growth-related issues?
- 12. What types of (planning) policies have worked well in the past and should be retained as we update the plan?
- 13. Are there any critical problems with current (planning) policies in how they have been enforced/ implemented?
- 14. Is there anything else you would like us to know as we move forward in the planning process?

ANSWERS

General

- Plan needs to reflect on future development decisions
- Need to educate taxpayers on decisions regarding traffic, conveniences, work centers, etc
- Need vision, organization
- Create a brand/personality
- Create a sense of purpose and place, something for all ages
- Need something unique in the city.
 Something to be known for.
- Need to develop that cool factor
- Resistance to change is negatively impacting city
- In the future, the City needs to stay unified on ideas, too fractured.
 Could prevent people from wanting to come here.
- · Future growth is inevitable
- · Congestion, wealth
- City is a mess. There is potential though
- Need to protect residential character
- Find ways for character to creep in

Land Use

Gain community consensus of next
 10 years, as it relates to land use

- Guide for more realistic development types
- Resistance to higher densities
- Fix zoning?
- City is almost built-out, however population growth is slowing
- · Direct planned growth
- Reassess character area definitions, nodes
- More clarity in specifying the types of developments, maybe have fewer character areas?
- City is largely built out, tough to find enough open land otherwise you displace businesses and residents
- Stuck with a lack of vision and grandfathered zoning regulations/ plans from Fulton County even after 10 years. It left a huge legacy on how the city has been able to develop.
- Maintenance of what is already here
- Lay the map out for how to make the best use of what is already built out
- Parks are great (especially Newtown Park), but struggle with trying to do a lot in such a limited space.

- TPA Parks
- Need a plan that can be easily adhered to. Prevent developers from building too densely, need the protection of a plan for defense.
- Edit zoning regulations
- Need to protect character, but not to the detriment of the city center
- All contentious zoning cases have been over developers rezoning in a way that disrupts that area's character, the guidelines are too fuzzy.
- Prioritize residential character
- Accommodate growth without damaging character
- Having clear policy documents is critical
- Keeping consistent with comp/ master plans has been an issue
- Prepare for redeveloping aging shopping centers 10-20 years down the road.
- · City is very disjointed
- Strong opposition to denser development, but city is too built out and is currently limited on redevelopment opportunities.
- Smart growth strategies in directing growth. Light mixed use?
- We need to keep it simple

- · Improve upon city's basic structure
- A lot of vacant shopping centers
- Smart growth

Transportation

- Traffic, but most is not because of city, but because of location (passthru)
- Follow/keep up with projects outlined in North Fulton CTP, TSPLOST is coming to a vote
- We need to educate public on what's ACTUALLY causing the things they complain about.
 Example is traffic, we are a passthrough town and the traffic that originates from Duluth, Forsyth, Alpharetta, etc is not under the city's control.
- Walkability
- Build on regional efforts, submitted TSPLOST projects for the North Fulton CTP.
- Residents are health conscious/ have a desire for active recreation
- Open to bike/ped infrastructure, but cost-prohibitive and tough to get off the ground. May be influenced by City Center location, since it may only work there.
- · Uber?

- Trying to catch up with increasing traffic volumes, likely a regional problem not local
- How do you keep traffic moving from node to node
- BRT? May get some support especially if located along major corridors.
- Working on traffic issue, transportation plan needs to address them.
- T-SPLOST needs to pass!
- Terrible traffic
- No MARTA
- Fix congestion/traffic
- Connections
- Stop "throwing down pavement" to fix transportation issues
- Examine what roles other modes are going to play in Johns Creek
- Look for more innovative ideas/ advancements in transportation planning
- Well established plan that CAN be implemented, especially transportation
- Most/all traffic in this part of the region crosses Johns Creek – we need to find strategies to get them to either stop and spend money here, or open a business

- Dysfunctional regional transportation planning practices
- Political wrestling with MARTA (vehemently against)
- Strong resistance to alternative modes as feasible primary modes
- GRTA expansion is a no
- Walkability
- Cut-thrus in neighborhood and speeding
- Cut through town, no interstate access within the town
- A lot of trips don't originate or end locally
- NO main artery between GA 400/I-285/I-85
- Getting to work is a challenge for employees
- TSPLOST needs to pass
- Need to rework Medlock/State
 Bridge intersection regal cinema
 development is not appropriate for the area
- Safe Routes to School?
- Traffic at rush hour is prevalent to homeowners.

Town Center

- No town center = no catalyst
- Town Center node for citizens to enjoy

- Resistance to higher densities, turned off by original district plan
- The town center idea, create an identity for Johns Creek
- City Hall in TPA not ideal, need alternative location.
- City Center/performing centers can bring \$\$\$ and be low-impact.
 Noise is a concern.
- Establish center, how do we redevelop it? Avalon-lite?
- Town center: ideal area would be behind city hall (EBIX), would have been great, it had tons of land.
 Now off the table. East of TPA, could build around it. Land across the street from the Athletic Club is good, but a "hot potato:" there is lots of land, but the surrounding neighbors will not be okay with developing it.
- Need a town center.
- Lots of spending power, but it's not being spent here. Losing tax dollars to other communities with better entertainment and shopping, so we need to create a destination for both Johns Creek and non-Johns Creek residents to spend those dollars
- Need to develop that cool factor

- A city center should locate near Tech Park, catalyzed by class
 A office development, hotels
 with meeting space, walkable
 commercial environment, civic
 space, performing arts/visual arts
 center. Idea would be to have land
 owned by city and have 99-year
 land leases. All developments to
 be funded with private dollars.
- City center needs to be as centrally located as possible
- Keep it simple at the get-go to garner more initial support
- Johns Creek High School would have been the perfect place for the city center.
- Maybe locate the town center off 141?
- CITY CENTER.
- Need to protect character, but not to the detriment of the city center
- City Center on Medlock Bridge some developable space
- Town Center needs a residential look and feel
- City center, diversify tax base
- Riverwalk
- TOWN CENTER (maybe an Avalonstyle development?)
- Catalyze development, it will

likely be slow. It will not happen overnight

Economic Development

- Aging shopping centers need redeveloping
- Grow commercial base along commercial corridors (keep it separate from housing as much as possible)
- Businesses do NOT want to come here. City is missing WAY too much.
- Finish executing strategic plan to create an environment that attracts them. Little existing office stock, and it's not attractive (not Class A).
- No modern work center, a place that can attract businesses
- Redevelop TPA into an environment where offices can be
- Improve residential to commercial ratio for tax base
- Good environment, good schools, good distance to downtown attract business and residents
- Region has a lot to offer, great universities with STEM programs
- Having enough space/sq ft and data infrastructure for tech businesses is an issue for business community

- Perception that economic development = traffic
- Need to target 6 industries identified in economic development plan, look at all things through an economic development lens
- Most existing office buildings are not what people are wanting (i.e. not Class A)
- Become more vibrant, need more commercial development
- Great school system with lots of talented kids, but they leave for college and never return.
- City has a hard-working staff, but needs to offer more tax incentives and waive permitting/impact fees like their peers in North Fulton/ Forsyth/Gwinnett so people will want to come to Johns Creek and develop their business.
- Businesses want to come here because it is a nice, attractive small town with other established businesses, good hospitals, and good schools
- New corporations in the city will likely catalyze the need for expanded MARTA/GRTA service in Johns Creek

- Imbalanced tax base, need to go from 85/15 to 70/30 to remain financially sustainable
- Limited tax base
- Do not have jobs that attract millennials. No Class A offices. Not a hip area.
- Microbrewery?
- Strengthen business community
- Business growth needs to be prioritized
- Business community needs to have a part in the conversation.
- We can't cash in on history
- Need business-friendly ordinances that make it easier for smaller and at-home businesses
- A lot of vacant shopping centers
- Create character, foster environment for quality economic development
- Bring back the PGA tour. Good exposure and tax money that went to the city, but wreaked havoc on transportation system. Hotels?
- Hospital could catalyze complementary development law offices, insurance agencies, cafes, extended stay, recovery centers, etc.
- High residential tax base, low

- business tax base
- Lots of spending power, but it's not being spent here. Losing tax dollars to other communities with better entertainment and shopping, so we need to create a destination for both Johns Creek and non-Johns Creek residents to spend those dollars
- Improve commercial tax base without compromising quality of life/residential character (think 37 & Main failure)
- Foster an environment that supports ED goals
- Attract major corporations and in turn attract young workers who will replace aging population and workforce. Don't want to be Tucker in that regard.
- Retain younger population (kids who move away and don't move back)
- Most/all traffic in this part of the region crosses Johns Creek - we need to find strategies to get them to either stop and spend money here, or open a business
- Tech Park is landlocked, can't be expanded
- Office space is short, there isn't

- enough sq ft for companies to have one, continuous space
- Cost of living makes it hard to live in Johns Creek
- Prepare for redeveloping aging shopping centers 10-20 years down the road.
- A lot of vacant shopping centers

Housing

- Disappearing HOAs
- Demand for senior housing, but not a lot of community support.
- Cost of living makes it hard to live in Johns Creek
- Newtown will definitely redevelop with time as housing is becoming older
- Workforce housing isn't realistic for this community. Reverse commutes aren't too bad currently
- Not enough info to show to what level senior housing will work, perhaps aging in place looks like millennial demands.
- People move here because of the schools. Best schools in the state.
- Little housing diversity, could be a deterrent to families who want to move here, but don't necessarily want to buy/rent the type of

- housing available in the city. This should be addressed carefully (i.e. high, quality multifamily housing, condos instead of apartments, etc)
- Age in place, think Abberley
 Towneship. Design is good, and
 provides services that seniors may
 no longer be able to perform on
 their own (lawn maintenance)

Arts

- Arts and Culture is not a tipping point for people to come to Johns Creek, but it would keep the benefactors of the arts happy
- Arts festival had large turnouts, need to bring it back. Hasn't been done in 3 years
- Johns Creek Orchestra needs a home. Currently play in high school and church auditoriums
- Arts and Culture center, likely in TPA: 1300 seat symphony space, fine art museum, higher ed school, theatre, civic center all could be part of town center
- Metro area art colleges have interest in expansion to satellite campuses
- We have no magnet, no hub, a performing arts center will do that.

Community & Culture

- Low voter turnouts affect city neutral and happy people typically do not vote, so decisions are not reflective of the entire city
- Work on bridging cultural divides
- 40,000 registered voters, but only a tenth of those people actually come out to vote, have a vocal group of about 50 people who actually come to meetings (opinion of 50 vs opinion of 83,000).
- City has an instant gratification issue (need it now, want it now, don't care if we need something else tomorrow)
- Same people are in charge, so nothing gets done.
- Need to convince people that growth doesn't hurt.
- Eclectic community
- Majority seem to be happy with the direction the city is heading.
- · Good schools, great family place
- Does low public participation mean people are happy?
- City is heading in right direction, it has a great support system.
- · Keep schools at high level
- Reach the ones that support ideas but don't come to the meetings.

- Single minded thought, one-track mind on what it takes to remain a premier community
- Distrust of government, fear of BIG changes
- Too many nay-sayers at the meetings, outnumber supporters
- City is run by its residents, not the leadership that's elected (i.e. the same people come to every public meeting, some residents carry way too much weight in the decisions that are made)
- Disappearing HOAs
- Minority population doesn't participate, cultural differences
- Create a singular sense of community.
- Cricket fields proposed in Cauley Creek Park, may become a magnet for regional Indian-American community. Be wary of the consequence of white flight because of higher levels of Indian immigration into the city.
- In 10-20 years can we create a multi-generational community?
 Age in place? Young families?
- Cauley Creek Park development, cricket fields needs to prioritize in benefitting residents within the city

- limits as do all improvements.
- Next door app is heavily used
- Hard to get people to public meetings because 1. City Hall is too far for many people, 2. Lots of families with children that play sports, 3. Some people aren't home from work at 7.
- Very safe community
- Plan that addresses cultural differences and works towards unity
- Threat of white flight
- City Council needs to get their act together
- Community has changed into something unrecognizable
- Not many are happy with the direction the city is headed
- Supporters are not present at meetings, likely because of a fear of being public with personal opinions
- Parks Plan: city needs welldesigned parks with a park ecosystem (connectivity)

4.4 POTENTIAL VILLAGE CENTERS // NEWTOWN AREA

The Newtown area has three commercial shopping centers located at the intersection of Old Alabama Road and Haynes Bridge Road. A redevelopment concept looked at all three shopping centers that currently include three grocery stores, various restaurants, and retail. The Project Team reorganized these uses into a walkable, mixed-use, multi-modal environment sensitive to the area's context and the existing Newtown Park.

POTENTIAL DESIGN IMPROVEMENTS

- Buildings brought up to the street
- · Vertical and horizontal mixed use that includes a mix of housing types, retail, grocery, and restaurant
- · Maximum height: 3 stories, maximum residential density: 8 units per acre

POTENTIAL TRANSPORTATION IMPROVEMENTS

- Roundabout at Old Alabama Road at Haynes Bridge Road to help slow down traffic.
- · Streetscaping including trees, landscaping and street furniture
- Pedestrian/bicycle/personal transportation vehicle (PTV) access Create network of multi-use path connections within and to adjacent neighborhoods to expand access to retail and Newtown Park
- Build multi-use path along Haynes Bridge Road to create connection to Big Creek Greenway







POTENTIAL VILLAGE CENTERS // MEDLOCK BRIDGE AT STATE BRIDGE

This redevelopment concept explored all four sides of the intersection and property that is for sale northeast of Johns Creek High School. Walkable, multi-modal, and mixed use concepts were applied here to create a sense of place and connectivity. Some existing buildings remain including the Regal Cinema, Target, Home Depot, and Publix shopping center as well as the historic Warsaw School.

POTENTIAL DESIGN IMPROVEMENTS

- Buildings brought up to the street
- · Internal greens and event spaces created for community events and recreation
- Walkable retail area
- Maximum 3 stories

POTENTIAL TRANSPORTATION IMPROVEMENTS

- Improved street grid/network in coordination with redevelopment (improves access to businesses and disperses traffic)
- Provide new quadrant roadways to relieve traffic pressure at main intersection (provides drivers options for traveling within and through the area)
- · Innovative at-grade intersection improvement at State Bridge Road at Medlock Bridge Road
- Pedestrian/bicycle/personal transportation vehicle (PTV) access Create network of multi-use path connections within and to adiacent uses







POTENTIAL VILLAGE CENTERS // JONES BRIDGE AT STATE BRIDGE

A redevelopment scenario was considered for both the shopping centers on the north and south sides of Jones Bridge Road.

POTENTIAL DESIGN IMPROVEMENTS

- · Buildings brought up to the street
- · Internal greens and event spaces created for community events and recreation
- Vertical and horizontal mix of residential, office and commercial uses
- Maximum 3 stories

POTENTIAL TRANSPORTATION IMPROVEMENTS

- · Improved street grid/network in coordination with redevelopment (improves access to businesses and disperses traffic)
- Provide new quadrant roadways to relieve traffic pressure at main intersection (provides drivers options for traveling within and through the area)
- · Streetscaping including trees, landscaping and street furniture
- Pedestrian/bicycle/personal transportation vehicle (PTV) access Create network of multi-use path connections within and to adjacent uses
- Site access improvements including roundabouts







POTENTIAL VILLAGE CENTERS // TECHNOLOGY PARK

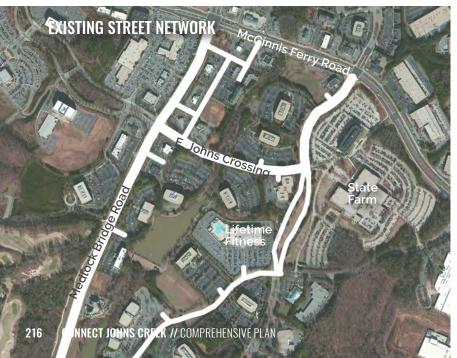
This concept shows redevelopment of parts of Technology Park. The Project Team created a scenario integrating the City's linear park master plan and the site of an existing office building recently purchased to serve as the City Hall. Several other buildings were kept including the State Farm campus and the Lifetime Fitness. Since the area is not fully occupied, redevelopment will likely be easier than other potential activity centers, and effects of redevelopment will be immediate.

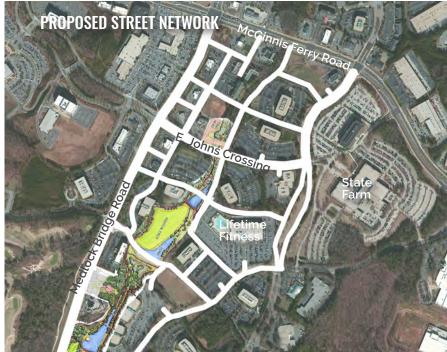
NODE DESIGN IMPROVEMENTS

- Buildings brought up to the street
- Vertical and horizontal mix of residential, office, and commercial uses
- · Similar heights and densities as existing office buildings
- Maximum height: 5 stories, maximum residential density: 16 units per acre

TRANSPORTATION IMPROVEMENTS

- Improved street grid/network
- · New road connections (street identified in TSPLOST list) new two lane roadway to connect Bell Road to Johns Creek Parkway
- Extension of Findley Road (identified in TSPLOST list, Tier 3)
- Pedestrian/bicycle/personal transportation vehicle (PTV) access Create network of multi-use path connections within and to adjacent uses







4.5 // COMMUNITY INPUT SURVEY & RESULTS

(50%) indicate results

- 1. What is one word to describe Johns Creek today?
- 2. What is one word to describe Johns Creek tomorrow?
- 3. Would you like to see a Town Center development happen in Johns Creek?
 - () Yes (70%)
 - () No (30%)
- If "yes," please indicate which area on the map you would like to see a Town Center.
 - ()1 (21%)
 - ()2 (46%)
 - ()3 **(21%)**
 - () I don't want to see a Town Center development in Johns Creek (24%)
- A Town Center development will be successful if it is built at an appropriate scale. Please indicate the scale you would most like to see a Town Center development built out.
 - () Maximum 1 story (9%)

- () Maximum 2 story (29%) () Maximum 3 story (39%) () Maximum 4 story (15%) () Maximum 5-8 stories (7%)
- 6. How satisfied are you with Johns Creek's transportation network as it is today?
 - () Very Dissatisfied (27%)
 - () Dissatisfied (34%)
 - () Neutral (26%)
 - () Satisfied (8%)
 - () Very Satisfied (4%)
- 7. What is your primary mode of transportation?
 - () Car (98%)
 - () Carpool
 - () Bicycle **(1%)**
 - () Walk
 - () Transit (1%)
 - () Other Write In:

- 8. What other mode(s) of transportation would you like to be able to utilize in Johns Creek? Check all that apply.
 - [] Car (12%)
 - [] Carpool (6%)
 - [] Bicycle (50%)
 - [] Walk (65%)

[] Transit (41%)
[] None (15%)
[] Other - Write In:
_	

9. What's important to you while you're traveling? Rank each choice on a scale between 1 and 6, with one being the most important and 6 being the least important.

Comfortable ride/walk/
bicycle/transit trip (5)
Most reliable trip times (4
Health benefits (6)
Shorter trip times (2)
Vehicle movement within
Johns Creek (1)
Vehicle movement to and
from Johns Creek (3)

Please indicate your priority areas for transportation investment.

Sidewalks

- () High **(49%)**
- () Medium (17%)
- () Low (34%)

Bike lanes along streets

- () High (23%)
- () Medium (32%)
- () Low (45%)

Multi-use trails

- () High (45%)
- () Medium (33%)
- () Low (21%)

Intersection improvements at congested locations

- () High (79%)
- () Medium (16%)
- () Low (5%)

New roadway connections for local travel

- () High (46%)
- () Medium (32%)
- () Low (22%)

Roadway widening / Capacity improvements

- () High (44%)
- () Medium (32%)
- () Low (24%)

New or improved transit service

- () High **(27%)**
- () Medium (25%)
- () Low (48%)

11. How important is it to enhance the following types of local connections?

Connections between residential neighborhoods

- () Not important (34%)
- () Somewhat important (41%)
- () Important (17%)
- () Very important (8%)

Connections from residential areas to commercial retail areas (i.e. grocery stores, restaurants)

- () Not important (10%)
- () Somewhat important (25%)
- () Important (41%)
- () Very important (24%)

Connections from residential areas to schools, churches, and other community locations

- () Not important (11%)
- () Somewhat important (28%)
- () Important (42%)
- () Very important (19%)

Connections from residential areas to parks

- () Not important (14%)
- () Somewhat important (34%)
- () Important (32%)

() Very important (21%)

- 12. What types of new local connections are important to you?
 - () Local street connections (24%)
 - () Active travel modes (bicycle and pedestrian) (19%)
 - () Both street connections and active travel modes (40%)
 - () None of these are a priority (17%)
- 13. Which of the following prevent you from walking/bicycling as much as you would like? (Check all that apply)
 - [] Where I want to go is too far (34%)
 - [] There is no sidewalk or bicycle facility near me (49%)
 - [] Walking/riding along the street is uncomfortable due to the amount of traffic (76%)
 - [] There is no direct route and I would have to walk/bike far out of my way (24%)
 - [] It is difficult to cross streets safety (48%)
 - [] I am physically disabled or cannot walk/bicycle (3%)
 - [] None of these apply; I am able to walk/bicycle as much as I would like (11%)

	[] Other:	17.	What types of entertainment would you like to see more, the		() No opinion (6%)
14.	Please list up to three (3) transportation improvements you would MOST like to see and WHERE these are needed. For example: "Add a left turn lane at Road at Blvd," or "improve congestion on Street)" 1 2 3		same, or less? Hotels, inns () More (8%) () The same (42%) () Less (35%) () No opinion (16%) Art galleries, museums () More (49%) () The same (30%) () Less (6%) () No opinion (14%)	18.	Sports () More (22%) () The same (49%) () Less (9%) () No opinion (19%) As of today, how you rate the overall quality of housing in Johns Creek? () Poor (1%) () Fair (8%) () Good (55%) () Exceptional (36%)
15.	In your opinion, do you feel that there are enough cultural activities and/or entertainment options in Johns Creek? (i.e. festivals and special events, museums, galleries) () Yes (48%)		Nighttime entertainment () More (46%) () The same (30%) () Less (15%) () No opinion (9%) Festivals and events () More (58%)	19.	As of today, how affordable is the cost of housing (both rental and ownership) in Johns Creek? () Very unaffordable (6%) () Somewhat unaffordable (24%) () Somewhat affordable (53%) () Very affordable (16%)
16.	() No (52%) If you answered "yes" to the above question, please tell us your favorite cultural activity that takes place in Johns Creek. If you answered "no," please tell us what		() More (58%) () The same (34%) () Less (4%) () No opinion (5%) Plays, performances, concerts () More (63%)	20.	What types of housing would you like to see more, the same, or less? Single family homes () More (40%) () The same (42%) () Less (15%)

() The same (26%)

() Less (5%)

() No opinion (3%)

kind of cultural activities you like

to see more.

Condos

- () More (10%)
- () The same (23%)
- () Less (65%)
- () No opinion (3%)

Townhouses

- () More (13%)
- () The same (25%)
- () Less (60%)
- () No opinion (3%)

Duplexes/Triplexes

- () More (4%)
- () The same (10%)
- () Less (81%)
- () No opinion (5%)

Apartments (above retail)

- () More (22%)
- () The same (16%)
- () Less (57%)
- () No opinion (5%)

Apartments (stand alone)

- () More (3%)
- () The same (12%)
- () Less (82%)
- () No opinion (3%)

- 21. Workforce housing gives people who work essential services within the city (police officers, firefighters, teachers, medical personnel, etc) the ability to live closer to where they work. Would you be supportive of an initiative to create more workforce housing in Johns Creek?
 - () Yes (43%)
 - () No (33%)
 - () Not sure / No opinion (24%)
- 22. Would you be willing to pay more for housing if it was within accessible walking distance to retail, dining, and entertainment amenities?
 - () Yes (47%)
 - () No **(50%)**
 - () Not sure / No opinion (3%)
- 23. Economic development is vital to Johns Creek's success as the city works to remain competitive in the Atlanta region. In your own words, please list anything that you think may *positively* affect economic development in Johns Creek.
- 24. In your own words, please list anything that you think may

- negatively affect economic development in Johns Creek.
- 25. Creating a diverse business community is key to improving economic development in Johns Creek. What types of businesses would you like to see more, the same, or less?

Offices

- () More (41%)
- () The same (43%)
- () Less (13%)
- () No opinion (3%)

Industrial

- () More (7%)
- () The same (32%)
- () Less (59%)
- () No opinion **(2%)**

Big box retail

- () More **(7%)**
- () The same (40%)
- () Less (53%)
- () No opinion

Small, locally owned shops

- () More (73%)
- () The same (19%)
- () Less (5%)

- () No opinion (3%)
- Casual dining restaurants
- () More (56%)
- () The same (36%)
- () Less (7%)
- () No opinion (1%)
- Fine dining restaurants
- () More (57%)
- () The same (34%)
- () Less (6%)
- () No opinion (3%)
- Grocery stores
- () More (11%)
- () The same (78%)
- () Less (9%)
- () No opinion (2%)
- 26. If given the opportunity, would you prefer to work closer to where you live?
 - () Yes (67%)
 - () No (14%)
 - () Not sure / No opinion (19%)
- 27. Would you shop in a retail area that required a short walk (under 5 minutes) from your car to your destination and, if so, how often?
 - () Yes, very often (45%)

- () Yes, sometimes (29%)
- () Yes, but hardly ever (13%)
- () No, never (12%)
- 28. Would you sacrifice easy parking for retail options and dining options in a walkable environment?
 - () Yes (63%)
 - () No (24%)
 - () Not sure / No opinion (13%)
- 29. Facilities that support higher education (i.e. satellite campuses, education centers) are becoming a focus in cities that wish to increase their economic competitiveness by offering courses and degree programs that will lead to higher paying jobs. Would you like to see a higher education center in Johns Creek that would provide courses from Metro Atlanta universities and/or universities from across the United States?
 - () Yes (65%)
 - () No (22%)
 - () Not sure / No opinion (13%)

The following portion of the survey will ask for your preferences for physical design as it relates to housing, commercial nodes, and transportation. For each question, please review the images provided and choose the image you feel would be most appropriate for Johns Creek.

30. Single family homes









() None of these (2%)

31. Townhomes









() None of these (12%)

32. Duplexes/Triplexes







() None of these (24%)

34. Condos/Apartments (stand alone)









36. Office Buildings







() None of these (6%)

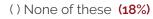
() None of these (26%)

33. Condos/Apartments (above retail)









35. Commercial nodes







() None of these (7%)

37. Sidewalks







() None of these (4%)

38. Bike facilities









() None of these (4%)

39. Major Roads









() None of these (9%)

40. Local Roads









() None of these (3%)

41. Is there anything else you would like the planning team to know?

This concludes our survey. Thank you for your input! Your response is very important to us. We would like to remind you that all of your answers will be kept confidential to the planning team.

We have a few questions we would like to ask you about yourself. This information will only be used inhouse for the purposes of refining our outreach strategy. You are not required to complete this section if you do not wish to give any information about yourself.

- 42. Under which age range do you fall?
 - () Under 18
 - ()18-34
 - () 35-44
 - () 45-64
 - () Over 65
- 43. With which race/ethnicity do you identify? Select all that apply.
 - []White
 - [] Black
 - [] Asian
 - [] Native American or Pacific

- Islander
- []Other
- [] Hispanic / Latino of any race
- 44. What is your estimated household income?
 - () Less than \$25,000
 - ()\$25,000 to \$49,999
 - () \$50,000 to \$74,999
 - () \$75,000 to \$99,999
 - () \$100,000 to \$149,999
 - () \$150,000 to \$199,999
 - () Over \$200,000
- 45. Please provide your home address below. We will not use your address for any other purposes.
- 46. If you would like a member of the planning team to contact you directly to discuss Connect Johns Creek, please provide your name and contact information below.

Title: () Mr. () Ms. () Mrs.
First Name:
Last Name:
Email Address:
Phone Number:
Preferred Method of Contact:

4.6 // DRAFT POLICY SURVEY & RESULTS

(50%) indicate results

- 1. What is your name?
- Policy 1.01 Support east-west regional connectivity by turning McGinnis Ferry Road into a State Route and making it a regional east-west arterial with 6 throughlanes that connects SR-400 to I-85.
 - () Agree (36%)
 - () Disagree (32%)
 - () Comments:

- Policy 1.02 Redevelop SR-141/ Medlock Bridge Road into a 4-lane parkway with greenway trails along both east and west sides, a full length landscaped median, and reduced curb cuts and traffic signals.
 - () Agree (64%)
 - () Disagree **(18%)**
 - () Comments:

- Policy 1.03 Redevelop SR-141/ Medlock Bridge Road into a 6-lane parkway with greenway trails along both east and west sides; however, do not support the development of overpasses/ underpasses.
 - () Agree **(5%)**
 - () Disagree (77%)
 - () Comments:

- Policy 1.04 Develop State Bridge Road into a 4-lane parkway with greenway trails along both north and south sides, a full length landscaped median, and reduced curb cuts and traffic signals.
 - () Agree (64%)
 - () Disagree (23%)
 - () Comments:

- Policy 1.05 Develop State Bridge Road into a 6-lane parkway with greenway trails along both north and south sides; however, do not support the development of overpasses/underpasses.
 - () Agree **(9%)**
 - () Disagree (82%)
 - () Comments:

- 7. Policy 1.06 Develop Abbotts Bridge Road and Old Alabama Road into 4-lane parkways with greenway trails along both north and south sides, a full length landscaped median, and reduced curb cuts and traffic signals.
 - () Agree (50%)
 - () Disagree (32%)
 - () Comments:

- Policy 1.07 Develop Jones
 Bridge into a 4-lane parkway with
 greenway trails along both east
 and west sides and a full length
 landscaped median.
 - () Agree (55%)
 - () Disagree (32%)
 - () Comments:

- Policy 1.08 Develop a public, complete street grid system via a master streets plan to create additional ways to travel around major intersections.
 - () Agree (68%)
 - () Disagree (14%)
 - () Comments:

10.	Policy 1.09 - Preserve existing public rights of way to ensure development of future streets and trails. () Agree (73%) () Disagree (0%) () Comments:	based on existing/projected traffic volumes and availability of public right-of-way, remove existing traffic signals and replace with appropriate-sized traffic roundabouts to improve safety and reduce wait times at lights. () Agree (68%) () Disagree (9%)	residential subdivisions to have multiple entrance and exit points, dependent on number of units. () Agree (55%) () Disagree (27%) () Comments:
11.	Policy 1.10 - Support personal transportation vehicle (i.e. golf carts) along local streets and along designated paths to provide flexibility for residents making local trips. () Agree (59%) () Disagree (18%) () Comments:	() Comments: 14. Policy 1.13 - At major subdivisions where traffic signals do not exist, and where feasible, provide traffic roundabouts to allow residents easier access to collector and minor arterial roadways. () Agree (68%) () Disagree (9%)	residential subdivisions, connect subdivisions to each other via new streets developed by the City to increase the number of ways in and out of residential subdivisions () Agree (64%) () Disagree (14%) () Comments:
12.	Policy 1.11 - Develop ways to separate pedestrian/bike/ personal transportation vehicle traffic movements from vehicular traffic movements at the City's main intersections. () Agree (77%) () Disagree (0%) () Comments:	() Comments: 15. Policy 1.14 - Improve traffic signal timing and coordination along major corridors. () Agree (86%) () Disagree (0%) () Comments:	by residential neighborhoods, connect subdivisions to a public local street, collector, or arterial via a new street developed by the City to increase the number of ways in and out of residential subdivisions. () Agree (64%) () Disagree (14%) () Comments:

13. Policy 1.12 - Where feasible, 16. Policy 1.15 - Require all new

19.	Policy 1.18 - Encourage residential subdivisions to identify locations where multi-use path connections can be made to encourage bicycle and pedestrian connections. () Agree (86%) () Disagree (0%)	 22. Policy 1.21 - Support infrastructure improvements to accommodate the future introduction of autonomous vehicles. () Agree (64%) () Disagree (23%) () Comments: 	25.	Policy 1.24 - Create streetscape design standards for all public roads, alleys, and trails. () Agree (77%) () Disagree (5%) () Comments:
	() Comments:		26.	Policy 2.01 - Protect and
20.	Policy 1.19 - Provide a system of paved multi-use trails located along City collector and arterial roadways to connect residential subdivisions to neighborhood schools, libraries, shopping, parks, and religious institutions. () Agree (82%) () Disagree (0%) () Comments:	 23. Policy 1.22 - Expand transit service within the City to improve transportation options by increasing frequency and number of bus routes. () Agree (50%) () Disagree (23%) () Comments: 24. Policy 1.23 - Improve pedestrian and cyclist safety along SR- 	27.	preserve existing residential neighborhoods. () Agree (82%) () Disagree (5%) () Comments:
21.	Policy 1.20 - Reduce personal vehicle trips to/from schools by improving alternative, non-motorized transportation options	141/Medlock Bridge Road by enhancing pedestrian crossings, by providing pedestrian under/ overpasses wherever necessary, and lowering the 55 mph speed		development. () Agree (73%) () Disagree (18%) () Comments:
	near public schools. () Agree (64%) () Disagree (14%)	limit to 45 mph. () Agree (68%) () Disagree (9%)	28.	Policy 2.03 - Redevelop the following existing neighborhood activity nodes into walkable

() Comments:

() Comments:

neighborhood villages that support surrounding residential

subdivisions by providing internal
public streets, and an appropriate
mix of public parks and/or civic
spaces, local retail shopping
and services, restaurants, office
spaces, and village-scale housing.

- () Agree (73%)
- () Disagree (14%)
- () Comments:

- 29. Policy 2.04 Preserve existing residential subdivisions by requiring adjacent undeveloped/ underdeveloped parcels to develop with the same residential density as the area(s) around it, and require at least 10% of the gross acreage be developed as open space and amenity space.
 - () Agree (73%)
 - () Disagree **(9%)**
 - () Comments:

- 30. Policy 2.05 Preserve and maintain the following local public streets as two lane roads: Buice Road, Roger's Circle, Spruill Road, Brumbelow Road, and Barnwell Road.
 - () Agree (68%)

- () Disagree (18%)
- () Comments:

- 31. Policy 2.06 Until a Unified
 Development Code is adopted,
 create a moratorium on new retail
 development in the City, with the
 exception of identified activity
 nodes.
 - () Agree (73%)
 - () Disagree (9%)
 - () Comments:

- 32. Policy 2.07 Support the creation of workforce housing to give people who work essential services within the City (i.e. City employees, police officers, firefighters, teachers, medical personnel, etc) the ability to live closer to where they work.
 - () Agree (32%)
 - () Disagree (41%)
 - () Comments:

33. Policy 3.01 - Rebrand Technology Park to promote new business investment, and create a walkable, mixed-use area with public park spaces, a street grid system to allow for greater multi-modal connectivity, a core business area, housing, restaurants, entertainment, and recreational activities.

- () Agree (82%)
- () Disagree (0%)
- () Comments:

- 34. Policy 3.02 Create a Community Improvement District (CID) to provide the financial resources to develop Technology Park into a 21st century walkable, mixed-use, innovative economic center for the City.
 - () Agree (59%)
 - () Disagree **(9%)**
 - () Comments:

- 35. Policy 3.03 -Encourage, allow, and support the private development of small businesses and livework spaces within the identified neighborhood village locations.
 - () Agree (64%)
 - () Disagree (18%)
 - () Comments:

36.	Policy 3.04 - Promote mixed-	adopted by the City in 2016.	() Agree (64%)	
	use development (maximum 2-3	() Agree (68%)	() Disagree (18%)	
	stories) within activity nodes to	() Disagree (0%)	() Comments:	
	increase the City's tax base.	() Comments:		
	() Agree (55%)			
	() Disagree (23%)		43. Policy 5.02 - Create a Unifi	
	() Comments:	40. Policy 4.02 - In the event existing	Development Code by cor	•
		privately-owned recreational	the City's zoning, tree, and	
		facilities close or are put up	sign ordinances with the C	•
37.	Policy 3.05 - Encourage the	for sale, the City should plan	subdivision and land deve	lopment
	creation and retention of local	to acquire such properties and	regulations to define expe	ctations
	business in Johns Creek by	preserve them as open space	and standards for achievir	g
	providing incentives to business	or recreational facilities for the	high-quality development	in
	owners (i.e. tax incentives, waiving	residents of Johns Creek.	conformance with the goa	ls and
	of permitting fees, etc).	() Agree (64%)	policies of this compreher	sive
	() Agree (68%)	() Disagree (5%)	plan.	
	() Disagree (0%)	() Comments:	() Agree (77%)	
	() Comments:		() Disagree (0%)	
			() Comments:	
_		41. Policy 4.03 - Encourage, allow, and		
38.	Policy 3.06 - Implement the	support the private development		
	strategies identified in the	of a performing/visual arts and	44. Policy 5.03 - Create site an	
	Economic Development Plan	event space as an entertainment	architectural design stand	ards
	adopted by the City in 2016.	venue and community resource.	for new development/	
	() Agree (59%)	() Agree (68%)	redevelopment based on t	:he
	() Disagree (0%)	() Disagree (14%)	City's updated character a	rea
	() Comments:	() Comments:	map.	
			() Agree (77%)	
	Delian con language while	o Delian and James and the fathers	() Disagree (5%)	
39.	Policy 4.01 - Implement the	42. Policy 5.01 - Implement the future	() Comments:	
	strategies identified in the	land use map to guide and clarify		
	Recreation and Parks Master Plan	development decisions.		

4.7 // FULL SWOT RESULTS STRENGTHS

- Strong single family home community
- Current comp plan protects corridors
- Established city with good government structure
- Through the space that's available, there's a lot of opportunity to create a destination
- Schools
- Variety of neighborhoods
- Large lots/low density
- Family-friendly
- · Owner-occupied
- · Undeveloped ROW for bike/ped
- An initial infrastructure to control
- No interstates
- We have a system in place
- Good roads, well maintained.
- Lots of potential customers from surrounding areas
- Good connectivity
- Good traffic center to maintain and understand what's going on
- State Bridge Rd is a boulevard style road
- Well placed, minimal number of roundabouts
- No potholes

- Increased travel times allows you opportunity to take a look around at what's here (future homes), learn about other destinations like parks and entertainment
- Pretty landscaping on State Bridge
 Rd
- Available commercial sites
- Relevantly young population
- New consumer-based markets
- · Lack of crime
- Technology Park
- · Affluent and highly educated
- Have cars to patronize businesses
- Good schools

WEAKNESSES

- · Little undeveloped land available
- Little to few connected trails
- Little to no connectivity to current destinations (you HAVE to drive)
- Parks, green space, lack of diverse retail
- · Aging strip malls
- Too much retail that's not vibrant
- Too built out
- Lack of higher education opportunities
- Lack of bike/ped infrastructure
- Disconnected neighborhoods and destinations
- Unaffordability of homes to younger people/families
- Excessive commercial vacancies
- Excessive zoning variances
- Lack of collaboration between region and jurisdictions that control traffic
- Lack of human override on the system
- Way too many bottlenecks
- Not enough major arterial capacity, there is a potential but we don't have the ROW
- No pedestrian infrastructure for schools/students to walk
- Bad gridlock at peak hours/high

- volume of traffic
- State Bridge/Medlock Bridge Rd intersection
- Signal timing issues
- Lack of mass transit
- Limited river crossings
- Long travel distances, limits bike ped travel
- Lack of bike ped infrastructure on Chattahoochee River, could use these to connect over the river into Duluth via Rogers Bridge
- · Lack of cultural venues
- No walkable restaurant districts
- Lack of commercial/recreational destinations
- Nodes versus 1 central district
- Limited land for certain types of economic development
- Misuse of land right now
- · Lack of office market
- Business licensing process/ fees is problematic compared to neighboring communities
- "Brain drain" -people who want to live here but can't afford it
- No interstate access
- Encourage high tech businesses
- Lack of non-franchise (unique) businesses, no more chains

OPPORTUNITIES

- Public park land
- Improve connectivity to destinations
- Connect neighborhoods
- Outdated shopping centers and offices
- Redeveloping the strip malls and transportation routes near or through them would be beneficial
- Chattahoochee River for recreation
- Make use of parking lots and commercial areas
- Light synchronization
- Opportunity to build bike/ped infrastructure, plenty of space to build and enhance
- More manual override
- · Improve connectivity
- Continue to improve intersections
- Non-auto on major routes
- Potential for non-auto connectivity
- Redirect traffic around the city and not through (commuters?)
- Ride sharing
- Rogers Bridge bike/ped connections
- Encourage use of school buses to decrease traffic,
- Arts and culture
- · Higher education center for fine

arts

- Misuse of land right now
- More office development
- Incubators for IT companies
- More entertainment complexes
- · Virtual technology employment
- Town center/cultural arts center
- Growing our existing businesses
- Satellite campuses
- Redevelop existing spaces
- Grow local businesses, business start ups
- Recruit large companies with high paying jobs to attract residents

THREATS

- Very little land for improvement
- Very little land for civic buildings
- · Lack clear community vision
- Traffic/congestion
- Continued development of subdivisions outside of city, could aggravate traffic on roads already to capacity
- Face significant redevelopment that could threaten character
- Growth of surrounding communities
- · Multifamily units cause congestion
- Lack of concentration of commercial activities
- Lack of professional, high paying jobs available to residents who can fill them
- · Drive through commuters
- Speeding, high volume thoroughfares
- Development of S. Forsyth, and other surrounding areas
- Any considerations to increase density
- Accidents and fatalities
- Changes in city dynamic might change transportation needs
- · Billboards are distracting
- Excessive commercial

- development
- Cobb County/Roswell traffic crossing on Old Alabama into Medlock Bridge
- Lack of identity, nothing that makes the city stand out against neighbors
- Residents who don't want more development
- Creative developments outside the city/competition
- Loss of non-retail businesses
- Uncertainty to future development patterns
- Uncertainty if future technologies will make major changes to economy

4.8 // WORKSHOP SIGN IN SHEETS



Planning Workshop #1 Thursday, October 27th 7:00 pm **SIGN-IN SHEET**

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4.9 // CONNECT JOHNS CREEK CITIZENS ADVISORY COMMITTEE MEMBERS

Elected & Appointed Officials:

Chip Floyd Jay Lin Lenny Zaprowski

Real Estate Community:

Edward Pease James Toth

Economic Development Expert:

Anand Thaker

Business Community:

Mike Briselten Kathleen Hulsey Lu Post Jason Williams

Education Community:

Denise Harold Irene Sanders

Religious Community:

Rhena Spector Janet Yuen

Arts & Culture:

Karen Daniel Lisa Olson

Residents:

Michael Pelot-Hobbs Lavanya Ramanujan Tom Roberts Brian Skeens Raghava Tadavarthi James Turbyfill Melissa Ummed Mark Venco Margot Vetrovsky



