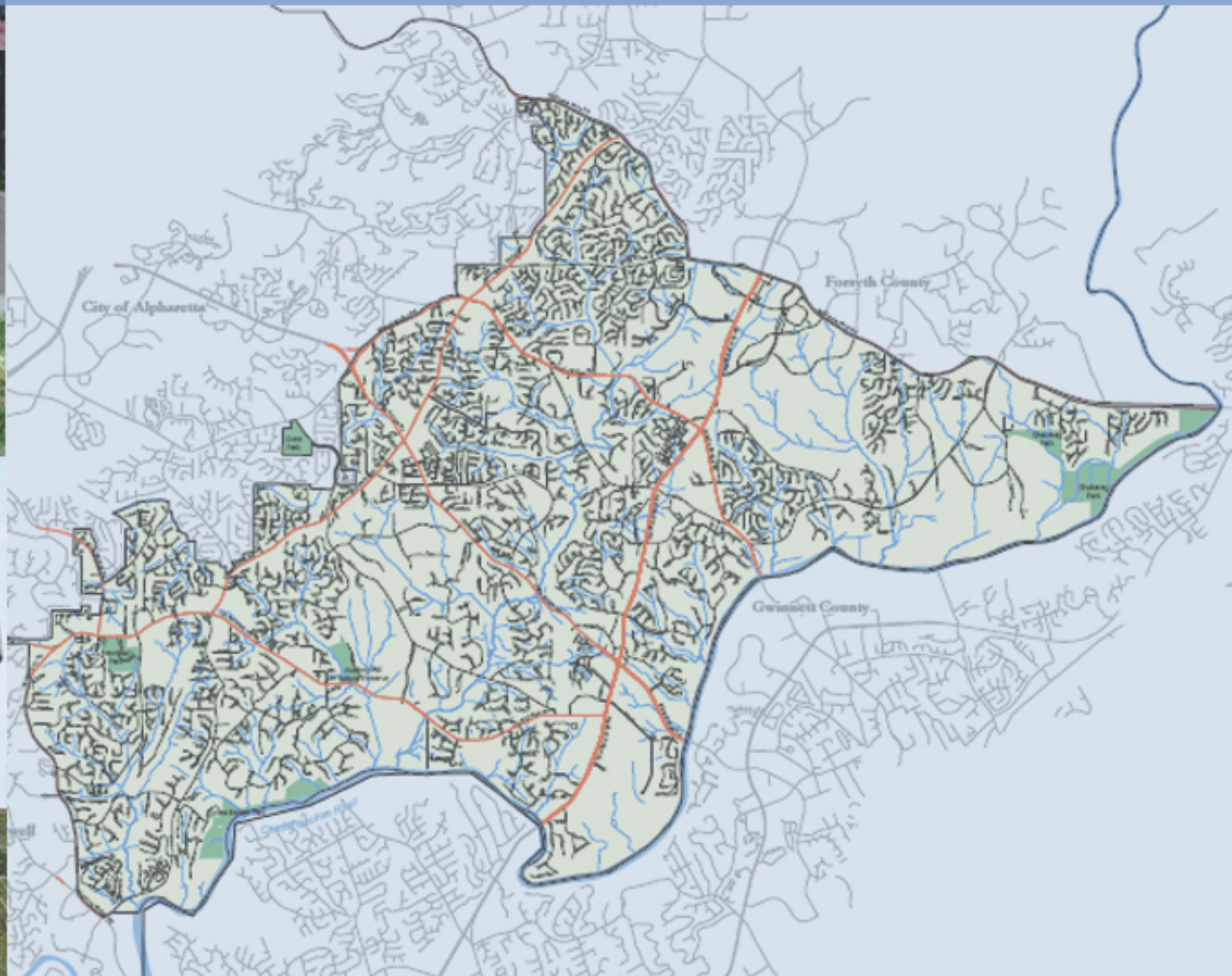




City of Johns Creek  
Comprehensive Plan 2009-2030



## EXECUTIVE SUMMARY: COMPREHENSIVE PLAN

### INTRODUCTION

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

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

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

### COMMUNITY INPUT

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

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

Adopted: November 10, 2008

## VISION

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

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

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

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

## KEY POLICY COMPONENTS

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

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

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



Adopted: November 10, 2008

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

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

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

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

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

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



Adopted: November 10, 2008

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

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

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

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

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

Adopted: November 10, 2008

## COMMUNITY AGENDA

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

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

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

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

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

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

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

## COMMUNITY AGENDA

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Adopted: November 10, 2008

## SECTION I. COMMUNITY VISION

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

### Vision Statement

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

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

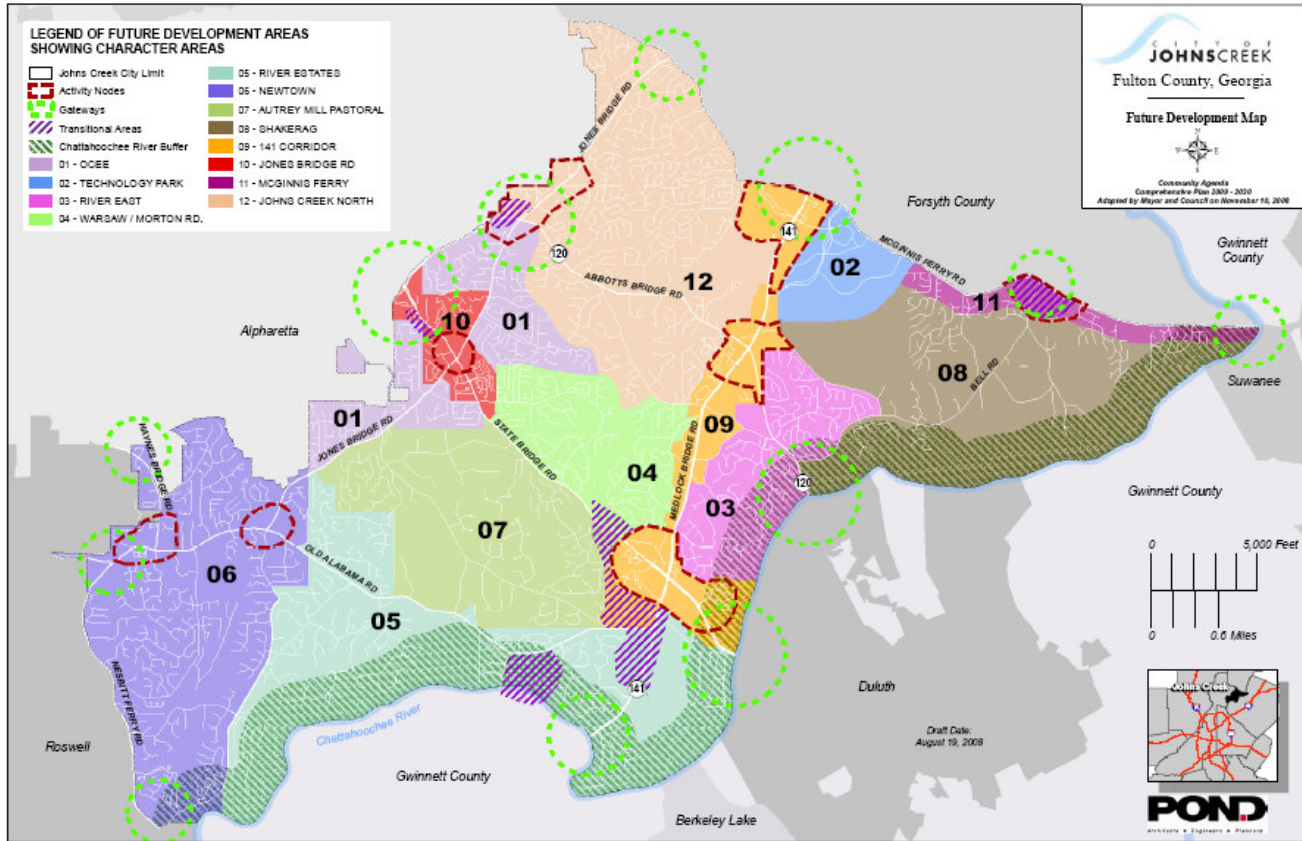
### Future Development Map (FDM)

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

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

Adopted: November 10, 2008

**FUTURE DEVELOPMENT MAP**



Adopted: November 10, 2008

## Future Development Areas: Supporting Narrative

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

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

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

The City of Johns Creek is fortunate to have approximately 14 miles of frontage along the Chattahoochee River, which provides 98% of the drinking water for the metro area communities.

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

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



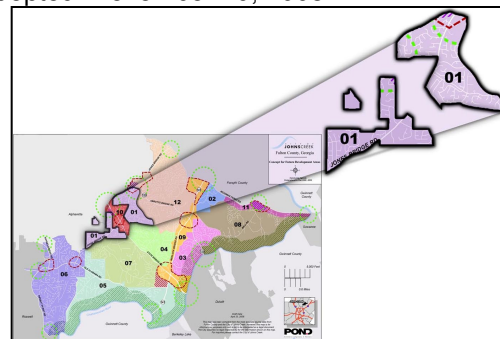
Adopted: November 10, 2008

**Ocee (01)**



**Intent**

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



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

**Appropriate Uses and Scale**

Commercial:

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

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

Residential:

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

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

Institutional:

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

Adopted: November 10, 2008

**Goals:**

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

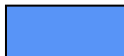


**Design and Transportation Considerations**

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

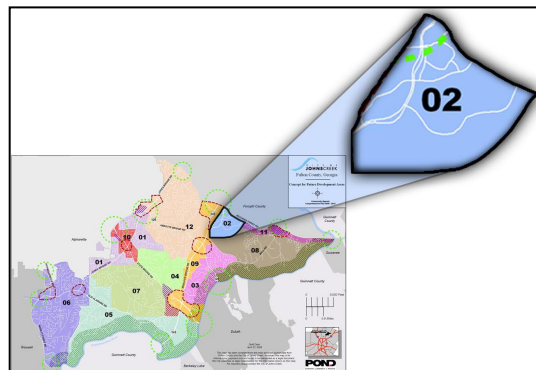
Adopted: November 10, 2008

**Technology Park (02)**



**Intent**

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



**Appropriate Uses and Scale**

Commercial

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

Institutional

- Public Art
- Gateway Monuments



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

**Goals:**

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



Adopted: November 10, 2008

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

### **Design and Transportation Considerations**

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

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

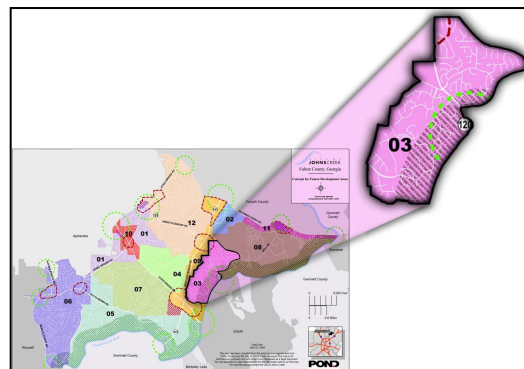
Adopted: November 10, 2008

### River East (03)



#### Intent

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



#### Appropriate Uses and Scale

##### Residential:

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

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

##### Community Facilities:

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

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

##### Goals:

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

Adopted: November 10, 2008

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

### **Design and Transportation Considerations**

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

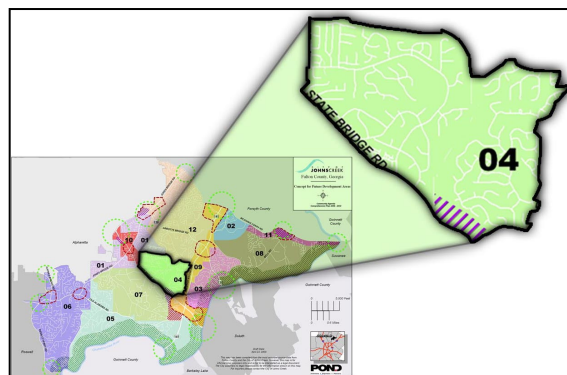


Adopted: November 10, 2008

**Warsaw/Morton Road (04)** 

**Intent**

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



**Appropriate Uses and Scale**

Residential:

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



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

Commercial:

- In the transitional zone, office, small scale retail, and mixed-use

Institutional:

- Parks
- Schools
- Places of Worship\*

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

Adopted: November 10, 2008

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

**Goals:**

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

**Design and Transportation Considerations**

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

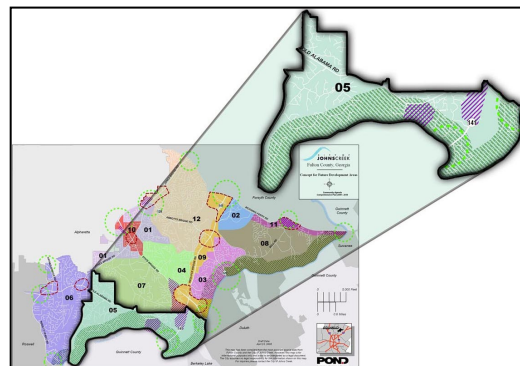
Adopted: November 10, 2008

### River Estates (05)



#### Intent

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



#### Appropriate Uses and Scale

##### Residential:

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

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



##### Commercial:

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

##### Institutional:

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

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

#### Goals:

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

Adopted: November 10, 2008

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

### **Design and Transportation Considerations**

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

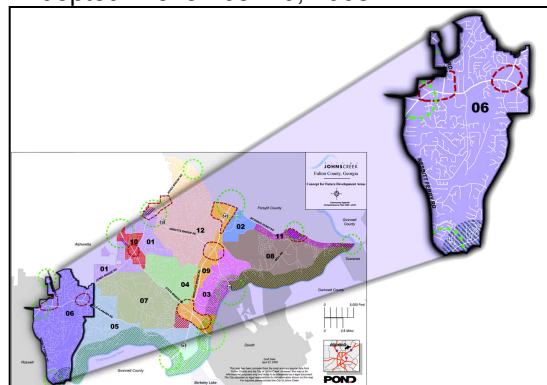
Adopted: November 10, 2008

**Newtown (06)**



**Intent**

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



**Appropriate Uses and Scale**

Commercial:

- Retail
- Office
- Live Work/Mixed-use

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

Residential:

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

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

Institutional:

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



Adopted: November 10, 2008

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

**Goals:**

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



**Design and Transportation Considerations**

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

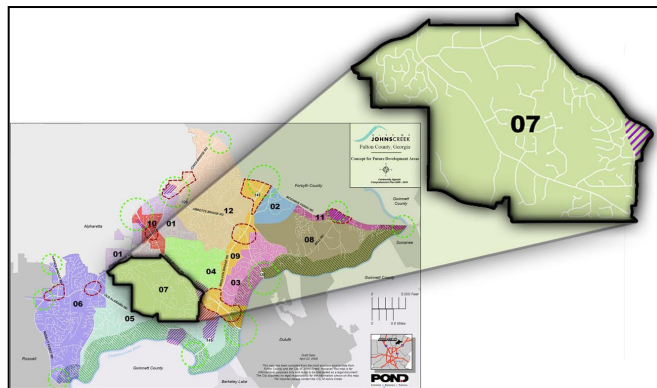
Adopted: November 10, 2008

**Autrey Mill Pastoral (07)**



**Intent**

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



**Appropriate Uses and Scale**

**Residential:**

- Single family development: 1 unit/acre

**Institutional:**

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

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

**Goals:**

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

Adopted: November 10, 2008

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



### **Design and Transportation Considerations**

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

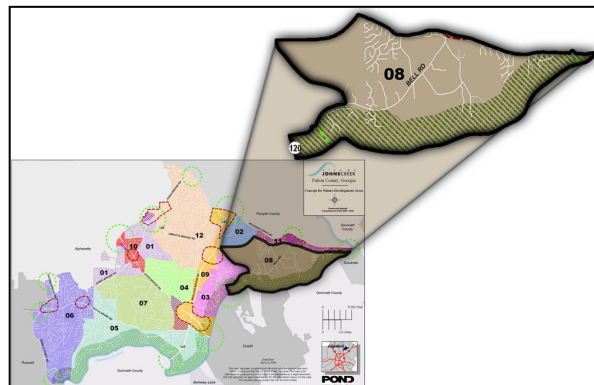
Adopted: November 10, 2008

## Shakerag (08)



### Intent

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



### Appropriate Uses and Scale

#### Residential:

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

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

#### Institutional:

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

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

#### Goals:

- Inventory the City's historic resources.
- Incorporate protection measure for historic and cultural resources into the Zoning Ordinance.
- Investigate incentives for historic preservation.
- Incorporate in-fill/residential scale regulations into the Zoning Ordinance to ensure compatibility.

Adopted: November 10, 2008

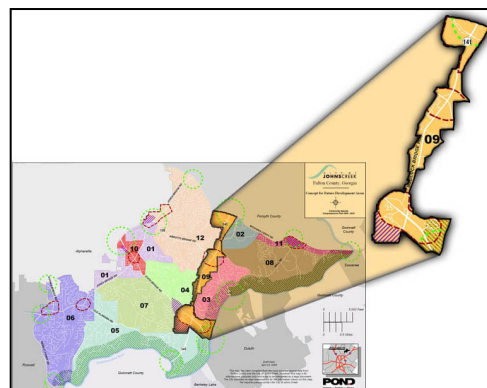
### **Design and Transportation Considerations**

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



Adopted: November 10, 2008

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



**Intent**

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

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

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

The development area contains three Activity Nodes:

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

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



Adopted: November 10, 2008

**General Guidelines for the Corridor:**

**Appropriate Uses and Scale**

Commercial and Office:

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



Residential:

- Mixed-use developments: Condominium and Apartment
- Townhomes

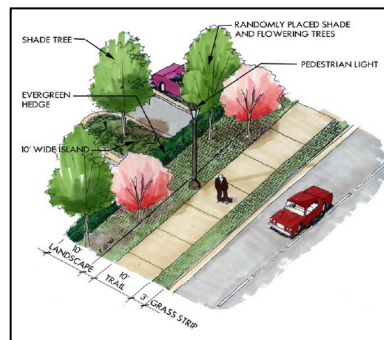
Institutional:

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

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

**Goals:**

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



Adopted: November 10, 2008

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

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



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

**Appropriate Uses and Scale**

Commercial and Office:

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

Institutional:

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

Residential: 5-12 units per acre:

- Mixed-use residential
- Senior Housing

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

Adopted: November 10, 2008

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

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

**Appropriate Uses and Scale**

Commercial and Office:

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

Institutional:

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

Residential-5-12 units per acre:

- Mixed-used developments

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



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

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

**Appropriate Uses and Scale**

Commercial and Office:

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



Adopted: November 10, 2008

- Hotels
- Education
- Live Work
- Mixed-use

Institutional:

- Senior Housing
- Pocket Parks and Public Art

Residential: 5-12 units per acre:

- Mix-use developments

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

**Goals:**

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

**Design and Transportation Considerations**

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

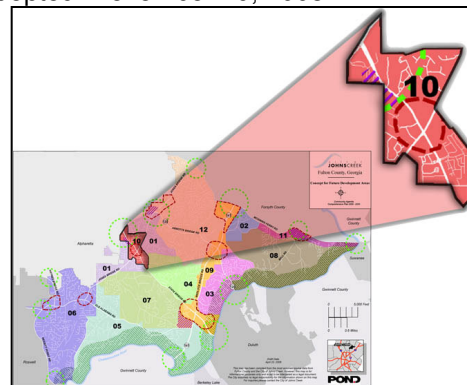
Adopted: November 10, 2008

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



Adopted: November 10, 2008

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



### Intent

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

### Appropriate Uses and Scale

#### Commercial

- Retail
- Restaurants
- Office
- Mixed-use

*Scale:* 3-4 story maximum

#### Residential:

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

#### Institutional

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



### Goals:

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

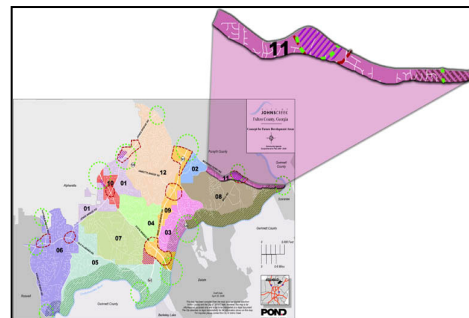
### **Design and Transportation Considerations**

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

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

Adopted: November 10, 2008

## McGinnis Ferry Road Corridor (11)



### Intent

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

### Appropriate Uses and Scale

#### Commercial: Activity Node

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



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

#### Residential

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

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

#### Institutional

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

Adopted: November 10, 2008

**Goals:**

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

**Design and Transportation Considerations**

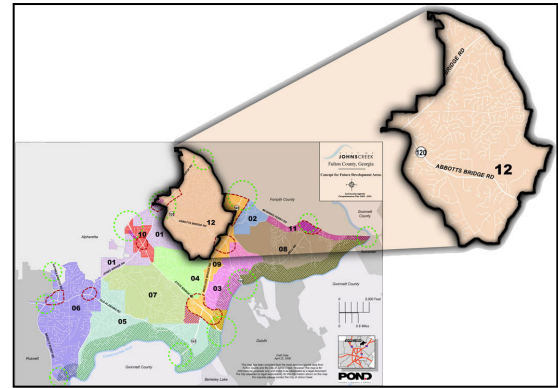
The McGinnis Ferry Road Corridor character area is comprised of the residential and commercial areas along McGinnis Ferry Road from the Chattahoochee River to Technology Park. Included in this area is the emerging activity node at Bell Road, which provides commercial services to residents of Johns Creek,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

Adopted: November 10, 2008

**Johns Creek North (12)** 

**Intent**

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



**Appropriate Uses and Scale**

**Residential:**

- Single Family: 2-4 Units per acre

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

**Institutional:**

- Civic Uses
- Community Center
- Pocket Parks

**Commercial**

- Retail
- Restaurants
- Office
- Mixed-Use



*Scale:* 3-4 story maximum

**Residential:**

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

**Institutional**

- Pocket parks
- Public Art
- Gateway Monuments

**Goals:**

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



Adopted: November 10, 2008

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



### **Design and Transportation Considerations**

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

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

Adopted: November 10, 2008

## SECTION II. FINAL LIST OF ISSUES AND OPPORTUNITIES

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

### Issues and Opportunities

#### POPULATION

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

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

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

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

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

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

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

#### ECONOMIC DEVELOPMENT

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

Adopted: November 10, 2008

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

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

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

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

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

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

## NATURAL AND CULTURAL RESOURCES

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

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

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

Adopted: November 10, 2008

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

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

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

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

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

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

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

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

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

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

## COMMUNITY FACILITIES AND SERVICES

### Schools

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

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

Adopted: November 10, 2008

## Services

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

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

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

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

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

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

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

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

## Parks and Facilities

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

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

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

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

**Issue:** Availability of neighborhood parks.



Adopted: November 10, 2008

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

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

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

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

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

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

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

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

## LAND USE

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

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

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

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

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

Adopted: November 10, 2008

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

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

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

## INTERGOVERNMENTAL COORDINATION

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

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

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

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

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

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

## TRANSPORTATION

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

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

Adopted: November 10, 2008

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Adopted: November 10, 2008

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

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

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

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

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

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

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

Adopted: November 10, 2008

## SECTION III. POLICIES

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

### Population

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

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

### Land Use and Development Patterns

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

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

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

Adopted: November 10, 2008

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

## **Economic Development**

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



Adopted: November 10, 2008

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

### **Transportation**

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

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

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

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

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

Adopted: November 10, 2008

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

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

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

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

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

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

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

Policy: Whenever possible, interconnectivity should be encouraged.

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

Adopted: November 10, 2008

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

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

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

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

### **Natural and Cultural Resources**

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

Adopted: November 10, 2008

economically competitive culture through efficient and innovative use of resources.

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

### **Intergovernmental Coordination**

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

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

Adopted: November 10, 2008

## SECTION IV. IMPLEMENTATION PROGRAM

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

### Programs for all Development Areas

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

- **Sustainable Development**

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

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

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



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▪ **Community Standards**

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

Possible components:

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

▪ **Water Quality**

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

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

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

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

Adopted: November 10, 2008

- **Housing Affordability**

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

## Long Term and On-going Activities

### Land Use

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

### Economic Development

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

### Population

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

### Transportation

- Work with adjacent municipalities on congestion management.

### Housing

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

### Intergovernmental

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

Adopted: November 10, 2008

### Future Development Areas Implementation Measures

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

#### Implementation Measures by Character Area

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

Adopted: November 10, 2008

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

Adopted: November 10, 2008

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



Adopted: November 10, 2008

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

Adopted: November 10, 2008

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

**Future Development Areas Quality Community Objectives**

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

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

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

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

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

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

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

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

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

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

- Brief description of the activity;
- Timeframe for undertaking the activity;
- Responsible party for implementing the activity;
- Estimated cost (if any) of implementing the activity; and
- Funding sources, where applicable.

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

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

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

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

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

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

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

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

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



## City of Johns Creek

### Short-Term Work Program, 2009-2013

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

## City of Johns Creek

### Short-Term Work Program, 2009-2013

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

## City of Johns Creek

### Short-Term Work Program, 2009-2013

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

## City of Johns Creek

### Short-Term Work Program, 2009-2013

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

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

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

## SECTION V. GLOSSARY

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

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

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

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

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

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

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

**Character area:** A specific geographic area within the community that has unique or special characteristics to be preserved or enhanced (such as a downtown historic district, a neighborhood, or transportation corridor); has potential to evolve into a unique area with more intentional guidance of future development through adequate planning and implementation (such as a strip commercial corridor that could be revitalized into a more attractive village development pattern); or an area which require special attention

due to unique development issues such as, but not limited to rapid change of development patterns or economic decline.

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

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

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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

**Human Scale Development:** The term "human scale" generally refers to the use of human-proportioned architectural features and site design elements clearly oriented to human activity. A building has a good

human scale if its details, elements and materials allow people to feel comfortable using and approaching it. Features that give a building human scale also encourage human activity.

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

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

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

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

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

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

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

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

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

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

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

**Node:** A geographic area, often centered on the intersection of a highway and collector or arterial cross street, that is distinguishable from its surroundings in terms of one or more of the following, or a combination

Adopted: November 10, 2008

thereof: (1) a mixture of land uses; (2) a higher concentration of pedestrian activity; (3) greater intensity of development; and/or (4) overall architecture of buildings or coordinated design of development.

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

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

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

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

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

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

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

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

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

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

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

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

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

Adopted: November 10, 2008

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

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

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Adopted: November 10, 2008

## Section VI: APPENDIX



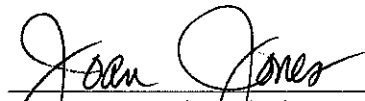
STATE OF GEORGIA  
FULTON COUNTY

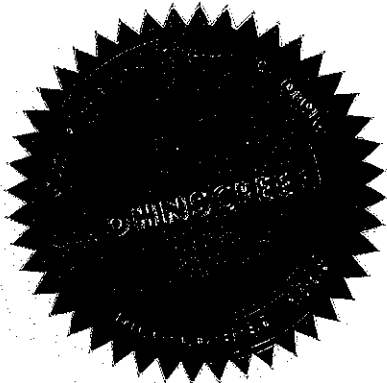
### CERTIFICATION

I, Joan Jones, the undersigned City Clerk of the City of Johns Creek, Georgia, do hereby certify and declare the attached documents are a true and correct copy of the following Resolution(s):

**RESOLUTION 2008-11-78 A RESOLUTION TO ADOPT THE**  
**CITY OF JOHNS CREEK COMPREHENSIVE PLAN 2030**  
**(COMPREHENSIVE LAND USE PLAN, TRANSPORTATION MASTER PLAN,**  
**GREEN PLAN, AND SHORT TERM WORK PROGRAM)**  
***Adopted by Council 11-10-08***

This 13<sup>th</sup> day of November 2008.

  
\_\_\_\_\_  
Joan Jones, City Clerk  
City of Johns Creek





**RESOLUTION TO ADOPT THE CITY OF JOHNS CREEK  
COMPREHENSIVE PLAN 2030  
(COMPREHENSIVE LAND USE PLAN, TRANSPORTATION MASTER PLAN, GREEN  
PLAN, AND SHORT TERM WORK PROGRAM)**

**WHEREAS**, the City of Johns Creek was incorporated and created by Charter granted by the State of Georgia, effective December 1, 2006, after a positive referendum vote; and

**WHEREAS**, the City of Johns Creek is subject to the State of Georgia Planning Act of 1989 which calls for a certified Comprehensive Plan in order to obtain and maintain the status of a Qualified Local Government; and

**WHEREAS**, the City of Johns Creek, Georgia is a member of the Atlanta Regional Commission, an agency created to provide regional planning and intergovernmental coordination among certain county and city governments in the metropolitan area of Atlanta; and

**WHEREAS**, the City Charter provided for a transitional period beginning on December 1, 2006, and ending at midnight, November 30, 2008; and

**WHEREAS**, during this transitional period, as a measure to plan for the future of the City, the City adopted an "Interim 2025 Comprehensive Plan," based upon Fulton County's 2025 (Focus Fulton) Comprehensive Plan, to be effective while the City completed its own Comprehensive Plan; and

**WHEREAS**, the City initiated a process to complete the Community Assessment, Community Participation Program, and the Community Agenda comprising the Comprehensive Plan, Green Plan, and Transportation Master Plan, and Short Term Work Program within this transitional period; and

**WHEREAS**, in order to adopt a Comprehensive Plan meeting the requirements of law, and to obtain and maintain Qualified Local Government status at an Advanced Planning Level, the City of Johns Creek prepared the Community Assessment and Community Participation Program documents, being labeled and described as the "City of Johns Creek Comprehensive Plan 2009-2030, Community Assessment" and the "City of Johns Creek Comprehensive Plan 2009-2030, Community Participation Program", held the required Public Hearing, and transmitted these documents (Part I) to the Atlanta Regional Commission and the State of Georgia Department of Community Affairs for review in accordance with procedures prescribed by state law, with such documents being incorporated by reference; and

WHEREAS, the Atlanta Regional Commission and the State of Georgia completed the review of the City of Johns Creek Community Assessment and Community Participation Plan and determined such components complied with local planning requirements; and

WHEREAS, the Community Agenda (Part II) was prepared according to the Standards and Procedures for Local Comprehensive Planning effective May 1, 2005 and established by the Georgia Planning Act of 1989, and the required public hearings were held by the Planning Commission on June 10, 2008 and the Mayor and City Council on July 14, 2008; and

WHEREAS, the Atlanta Regional Commission and the State of Georgia completed the review of the City of Johns Creek Community Agenda and determined that the Agenda was complete and complied with local planning requirements.

**NOW THEREFORE BE IT RESOLVED**, that the MAYOR AND COUNCIL OF THE CITY OF JOHNS CREEK hereby adopt the City of Johns Creek Comprehensive Plan 2030, inclusive of the Comprehensive Land Use Plan, Transportation Master Plan, Green Plan, and Short Term Work Program, and such shall be effective upon its adoption.

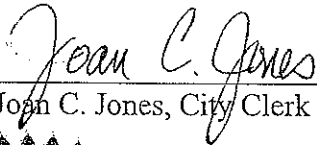
**SO RESOLVED**, this 10<sup>th</sup> day of November, 2008.

Approved:



Michael E. Bodker, Mayor

Attest:



Joan C. Jones, City Clerk



## Appendix A: Meetings

## Summary of Community Participation Activities

The City prepared and followed an established schedule for committee meetings, community meetings, open house events and public hearings in ensure public participation from all Johns Creek citizens, business owners, property owners and other interested individuals. The Planning Team organized the City into three Planning Sub-areas to allow a focused approach for different areas of the City.

A list of the meetings conducted is provided below:

Monday, September 17, 2007:	Comp Plan Process Presented to Council
Wednesday, September 26, 2007:	Coordinated Planning Effort Kick-off Meeting (CAC and Subcommittees, Council, Planning Commission)
Wednesday, November 14, 2007:	1st - CAC and Sub-Committee Meeting
Tuesday, December 11, 2007:	2nd - CAC and Sub-Committee Meeting
<b>Monday, January 14, 2008:</b>	<b>1st - Public Hearing</b>
Tuesday, February 12, 2008:	3rd - CAC and Sub-Committee Meeting
Tuesday, February 19, 2008:	Planning Sub-area Work Session 1: <i>Transportation</i>
Tuesday, February 26, 2008:	Planning Sub-area Work Session 1: <i>Land Use/Green Plan</i>
Wednesday, March 05, 2008:	4th CAC and Sub-Committee Meeting
Thursday, March 06, 2008:	Planning Sub-area Work Session 2: <i>Transportation</i>
Tuesday, March 11, 2008:	Planning Sub-area Work Session 2: <i>Land Use/ Green Plan</i>
Tuesday, March 18, 2008:	Planning Sub-area Work Session 3: <i>Transportation</i>
Tuesday, March 25, 2008:	Planning Sub-area Work Session 3: <i>Land Use/ Green Plan</i>
Thursday, April 15, 2008 (3-5 pm):	5th - Transportation Sub-Committee Meeting
Thursday, April 17, 2008:	5th - CAC and Green Sub-Committee Meeting
<b>Thursday, April 24, 2008:</b>	<b>Open House</b>
May 5, 2008:	Special called Transportation Meeting
Tuesday, May 13, 2008:	6th - CAC and Sub-Committee Meeting
<b>Tuesday, June 10, 2008:</b>	<b>Public Hearing (Planning Commission)</b>
<b>Monday, July 14, 2008:</b>	<b>Public Hearing (City Council)</b>
<b>September 18, 2008:</b>	<b>Transportation Open House</b>
<b>November 10, 2008:</b>	<b>Public Hearing</b>

Please refer to <http://www.johnscreekga.gov/compplan.html>. This site includes but is not limited to meeting dates, meeting agendas, meeting minutes and presentations.

# Comprehensive Plan 2030 Meetings

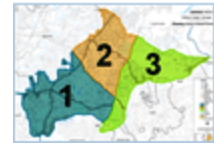
(\*see [www.JohnsCreekGA.gov](http://www.JohnsCreekGA.gov))

<sup>1</sup> Citizen Advisory Committee / Comprehensive Plan (Land Use)

<sup>2</sup> Transportation Sub-Committee / Transportation Master Plan

<sup>3</sup> Green Plan Sub-Committee / Green Plan

Planning Sub-Areas



Agenda	Meeting		CAC <sup>1</sup>	Transportation <sup>2</sup>	Green Plan <sup>3</sup>
9/17/07	Condensed Comp Plan Process Presented to Council	Presentation	Minutes	See CAC Minutes	See CAC Minutes
9/26/07	Coordinated Planning Effort Kick-off	Presentation	Minutes	See CAC Minutes	See CAC Minutes
11/14/07	Citizen Advisory Committee & Sub-Committees Meeting	See Agenda	Minutes	Minutes	Minutes
12/11/07	Citizen Advisory Committee & Sub-Committees Meeting	See Agenda	Minutes	Minutes	Minutes
1/14/08	Community Assessment & Participation Plan Public Hearing	Presentation Minutes	Not Applicable	Not Applicable	Not Applicable
2/12/08	Citizen Advisory Committee & Sub-Committees Meeting	See Agenda	Minutes	See CAC Minutes	See CAC Minutes
2/19/08	Transportation Plan Workshop Sub-Area 1 Refer to Map: Sub-Area 1 Sidewalks	Presentation	Not Applicable	Public Comments	Not Applicable
2/26/08	Land Use & Green Plan Workshop Sub-Area 1 Refer to Maps: Table 1, Table 2, Table 3, Table 4, Table 5, Table 6	Presentation	Public Comments	Not Applicable	Public Comments
3/5/08	Citizen Advisory Committee & Sub-Committees Meeting	See Agenda	Minutes	See CAC Minutes	See CAC Minutes
3/6/08	Transportation Plan Workshop Sub-Area 2 Refer to Map: Sub-Area 2 Sidewalks	Presentation	Not Applicable	Public Comments	Not Applicable
3/11/08	Land Use & Green Plan Workshop Sub-Area 2 Refer to Maps: Table 1, Table 4, Table 5	Presentation	Public Comments	Not Applicable	Public Comments
3/18/08	Transportation Plan Workshop Sub-Area 3 Refer to Map: Sub-Area 3 Sidewalks	Presentation	Not Applicable	Public Comments	Not Applicable
3/25/08	Land Use & Green Plan Workshop Sub-Area 3 Refer to Maps: Table 1, Table 2	Presentation	Public Comments	Not Applicable	Public Comments
4/15/08	Transportation Sub-Committee Meeting	See Agenda	Not Applicable	Minutes	Not Applicable

4/17/08	Citizen Advisory Committee & Green Plan Sub-Committee Meeting	See Agenda	Minutes	Not Applicable	Minutes
4/24/08	Open House	Transportation	Public Comments	Public Comments	Public Comments
5/5/08	Transportation Sub-Committee Special-Called Meeting	Presentation	Not Applicable	Minutes	Not Applicable
5/13/08	Citizen Advisory Committee & Sub-Committees Meeting	In respective columns on right	Presentation	Presentation	Presentation
6/10/08	Community Agenda Planning Commission Special Called Public Hearing	Staff Recommendation	Presentation	Presentation	Presentation
7/14/08	Community Agenda Mayor & City Council Public Hearing	Staff Recommendation	Presentation	Presentation	Presentation
9/18/08	Transportation Open House Refer to Maps: - 2030 Functional Classification - Roadway Corridor & intersections - Transportation Capital Projects - Sidewalk & Trail Facilities - Recommended Bridge Maintenance	Presentation Project List	Not Applicable	Public Comments 1 Public Comments 2	Not Applicable
11/10/08	Mayor and City Council Final Public Hearing				

## Appendix A: Meeting Attendance



**JOHNS CREEK COMPREHENSIVE PLAN  
KICK-OFF MEETING**

Wednesday, September 26, 2007 at 7p.m.

#	Last Name	First Name	Board / Group
1	<b>Bodker (Mayor)</b>	<b>Mike</b>	<b>Mayor</b>
2	Johnson	Randall	Mayor and City Council
3	McCabe	Dan	Mayor and City Council
4	Richardson	Karen	Mayor and City Council
5	Figuroa	Ivan	Mayor and City Council
6	Hausmann	Liz	Mayor and City Council
7	Miller	Bev	Mayor and City Council
8	Hansen	Patty	Chief of Staff
9	Blackwell	Roger	Planning Commission
10	Jennette	Tim	Planning Commission
11	Johnson	Deane	Planning Commission
12	McCain	Steve	Planning Commission
13	Russ	Sondra	Planning Commission
14	Shane	Rose	Planning Commission
15	Yates	Brenda	Planning Commission
16	Barksdale	Scott	Citizen Advisory Committee
17	Tracy	Brad	Citizen Advisory Committee
18	Bockisch	Jay	Citizen Advisory Committee
19	Robinson	Margie	Citizen Advisory Committee
20	Gaddis	Cleve	Citizen Advisory Committee
21	Sanders	Irene	Citizen Advisory Committee
22	Conway	Andra	Citizen Advisory Committee
23	Shane	Rose	Citizen Advisory Committee
24	Jennette	Tim	Citizen Advisory Committee
25	Mairose	Donald	Citizen Advisory Committee
26	Middlebrooks	Kerry	Citizen Advisory Committee
27	Rolquin	Edward "Skip"	Transportation
28	Thompson	Major	Transportation
29	Horne	Robert	Transportation
30	Copman	Mitch	Transportation
31	Bockisch	Jay	Transportation
32	Auerbach	Sean	Green Plan
33	Hamlin	Jim	Green Plan
34	Berlin	Geoff	Green Plan
35	Kornbluh	David	Green Plan
36	Tracy	Brad	Green Plan Chair
37	Tedder	David	Tedder Law Office
38	Garrett	Marie	
39	Acenbrak	Steve	Pond and Company
40	Pond	Al	Pond and Company
41	Beesten	Michelle	Pond and Company
42	Shiver	Holly	Pond and Company
43	Wilburn	Rod	Carter and Burgess
44	Fangman	Richard	Carter and Burgess
45	Drummond	William	Georgia Tech
46	Giarrusso	Tony	Georgia Tech
47	Leone De Nie	Karen	Georgia Tech

48	Barringer	Jason	Georgia Tech
49	Contant	Cheryl	Georgia Tech
50	Carper	Robert	
51	Reinecke	Royce	
52	Reinecke	Nancy	
53	Miller	Bob	
54	Cai	Jenny	
55	Scarborough	Judy	
56	Browning	Sheala	
57	Gre	Tony	
58	Shusted	Erik	
59	Warren	Jim	

**JOHNS CREEK COMPREHENSIVE, GREEN and TRANSPORTATION PLANS  
WORK SESSION MEETING**

Wednesday, November 14, 2007 at 7p.m.

<b>#</b>	<b>Last Name</b>	<b>First Name</b>	<b>Board / Group</b>
1	<b>Bodker (Mayor)</b>	<b>Mike</b>	<b>Mayor</b>
2	Johnson	Randall	Mayor and City Council
3	McCabe	Dan	Mayor and City Council
4	Richardson	Karen	Mayor and City Council
5	Figueroa	Ivan	Mayor and City Council
6	Hausmann	Liz	Mayor and City Council
7	Miller	Bev	Mayor and City Council
8	Hansen	Patty	Chief of Staff
9	Barksdale	Scott	Citizen Advisory Committee
10	Tracy	Brad	Citizen Advisory Committee
11	Bockisch	Jay	Citizen Advisory Committee
12	Robinson	Margie	Citizen Advisory Committee
13	Gaddis	Cleve	Citizen Advisory Committee
14	Sanders	Irene	Citizen Advisory Committee
15	Conway	Andra	Citizen Advisory Committee
16	Shane	Rose	Citizen Advisory Committee
17	Jennette	Tim	Citizen Advisory Committee
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23	Copman	Mitch	Transportation
24	Bockisch	Jay	Transportation
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26	Hamlin	Jim	Green Plan
27	Berlin	Geoff	Green Plan
28	Kornbluh	David	Green Plan
29	Tracy	Brad	Green Plan Chair
30	Tedder	David	Tedder Law Office
31	Garrett	Marie	
32	Acenbrak	Steve	Pond and Company
33	Pond	Al	Pond and Company
34	Beesten	Michelle	Pond and Company
35	Shiver	Holly	Pond and Company
36	Wilburn	Rod	Carter and Burgess
37	Fangman	Richard	Carter and Burgess
38	Drummond	William	Georgia Tech
39	Giarrusso	Tony	Georgia Tech
40	Leone De Nie	Karen	Georgia Tech
41	Barringer	Jason	Georgia Tech
42	Contant	Cheryl	Georgia Tech

43	Pozin	Margie	
44	Miller	Bob	
45	Alba	Fsidro	
46	Nash	Steve	
47	Warren	Jim	
48	Yu	Jean	
49	Dantzler	Anne	
50	Sachhathep	Rachna	
51	Patel	Rajul	
52	Aladdin	Habavi	

**JOHNS CREEK COMPREHENSIVE, GREEN and TRANSPORTATION PLANS  
WORK SESSION MEETING**

Tuesday, December 11, 2007 at 7p.m.

<b>#</b>	<b>Last Name</b>	<b>First Name</b>	<b>Board / Group</b>
1	<b>Bodker (Mayor)</b>	<b>Mike</b>	<b>Mayor</b>
2	Johnson	Randall	Mayor and City Council
3	McCabe	Dan	Mayor and City Council
4	Richardson	Karen	Mayor and City Council
5	Figueroa	Ivan	Mayor and City Council
6	Hausmann	Liz	Mayor and City Council
7	Miller	Bev	Mayor and City Council
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43	Wilburn	Rod	Carter and Burgess
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45	Drummond	William	Georgia Tech
46	Giarrusso	Tony	Georgia Tech
47	Leone De Nie	Karen	Georgia Tech
48	Barringer	Jason	Georgia Tech
49	Contant	Cheryl	Georgia Tech
50	Amos	Fernandes	Carter and Burgess
51	Yu	Jean	
52	Patel	Rajul	
53	Pozin	Margie	
54	Koppelman	Ronnie	

**JOHNS CREEK COMPREHENSIVE, GREEN and TRANSPORTATION PLANS  
1st Public Hearing**

**Monday, January 14, 2008 at 7p.m.**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>	<b>Board / Group</b>
1	<b>Bodker (Mayor)</b>	<b>Mike</b>	<b>Mayor</b>
2	Johnson	Randall	Mayor and City Council
3	McCabe	Dan	Mayor and City Council
4	Richardson	Karen	Mayor and City Council
5	Figuroa	Ivan	Mayor and City Council
6	Hausmann	Liz	Mayor and City Council
7	Miller	Bev	Mayor and City Council
8	Hansen	Patty	Chief of Staff
9	Blackwell	Roger	Planning Commission
10	Jennette	Tim	Planning Commission
11	Johnson	Deane	Planning Commission
12	McCain	Steve	Planning Commission
13	Russ	Sondra	Planning Commission
14	Shane	Rose	Planning Commission
15	Yates	Brenda	Planning Commission
16	Barksdale	Scott	Citizen Advisory Committee
17	Tracy	Brad	Citizen Advisory Committee
18	Bockisch	Jay	Citizen Advisory Committee
19	Robinson	Margie	Citizen Advisory Committee
20	Gaddis	Cleve	Citizen Advisory Committee
21	Sanders	Irene	Citizen Advisory Committee
22	Conway	Andra	Citizen Advisory Committee
23	Shane	Rose	Citizen Advisory Committee
24	Jennette	Tim	Citizen Advisory Committee
25	Mairose	Donald	Citizen Advisory Committee
26	Middlebrooks	Kerry	Citizen Advisory Committee
27	Rolquin	Edward "Skip"	Transportation
28	Thompson	Major	Transportation
29	Horne	Robert	Transportation
30	Copman	Mitch	Transportation
31	Bockisch	Jay	Transportation
32	Auerbach	Sean	Green Plan
33	Hamlin	Jim	Green Plan
34	Berlin	Geoff	Green Plan
35	Kornbluh	David	Green Plan
36	Tracy	Brad	Green Plan Chair
37	Tedder	David	Tedder Law Office
38	Garrett	Marie	
39	Acenbrak	Steve	Pond and Company
40	Pond	Al	Pond and Company
41	Beesten	Michelle	Pond and Company



42	Shiver	Holly	Pond and Company
43	Wilburn	Rod	Carter and Burgess
44	Fangman	Richard	Carter and Burgess
45	Drummond	William	Georgia Tech
46	Giarrusso	Tony	Georgia Tech
47	Leone De Nie	Karen	Georgia Tech
48	Barringer	Jason	Georgia Tech
49	Contant	Cheryl	Georgia Tech
50	Amos	Fernandes	Carter and Burgess
51	Yu	Jean	
52	Patel	Rajul	
53	Pozin	Margie	
54	Koppelman	Ronnie	

**CITY OF JOHNS CREEK: Sub-Area 1  
TRANSPORTATION**

**Tuesday, February 19, 2008**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>
1	Fitzgerald	Michael
2	Channer	Russell
3	Reinecke	Royce
4	Reinecke	Nancy
5	Nussrallah	Susan
6	Rolquin	Skip
7	Edge	Zane
8	Rosenkoetter	Richard
9	Kornbluh	David
10	Russ	Sondra
11	Goodroe	Ken
12	Gaddis	Cleve
13	Butler	Wendy
14	Jennette	Tim
15	Lewis	Gerry
16	Johnson	Deane
17	Esparolini	Ramon
18	Noury	Steve
19	Thompson	Major
20	Ballard	Gerard
21	Eason	Mike
22	Rosenkoetter	Robert
23	Norton	Eddie

**CITY OF JOHNS CREEK: Sub-Area 1  
LAND-USE AND GREEN PLAN**

**Tuesday, February 26, 2008**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>
1	Allen	Brandon
2	Pennington	Lynn
3	Brauckman	Dennis
4	Kornbluh	David
5	Carper	Robert
6	Tracy	Brad
7	Hamlin	Jim
8	Rosenkoetter	Richard
9	Kieselbach	Lindsay
10	Reinecke	Royce
11	Reinecke	Nancy
12	Shusted	Erik
13	Kotler	Mike
14	Nussrallah	Susan
15	Turner	Patricia
16	Alexander	Linda
17	Ballard	Gerard
18	Sams	Shannon
19	Jennette	Tim
20	Russ	Sondra
21	Mara	Laura
22	Mara	Jonathan
23	Napier	Chuck
24	Hargrave	Tena
25	Kraich	Marlene
26	Fowler	Debra
27	Webb	Judy
28	Bowlin	Cheryl
29	McMahan	Richard
30	Parker	Thomas
31	Compton	Joan
32	Channer	Russell
33	Fitzgerald	Michael
34	Wyckoff	Ken
35	Arms	Stephen
36	Ballard	Gerard
37	Halliday	Judy
38	Davis	Diane
39	Stewart	Kevin
40	George	Sajan
41	Rosenkoetter	Robert

42	Geranazian	Valerie
43	Bush	Dereth
44	Wilson	Rhonda
45	Preineer	Scott

**JOHNS CREEK COMPREHENSIVE, GREEN and TRANSPORTATION PLANS  
Committee Meetings**

**Wednesday, March 5, 2008**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>	<b>Board / Group</b>
1	Barksdale	Scott	Citizen Advisory Committee
2	Tracy	Brad	Citizen Advisory Committee
3	Bockisch	Jay	Citizen Advisory Committee
4	Robinson	Margie	Citizen Advisory Committee
5	Gaddis	Cleve	Citizen Advisory Committee
6	Sanders	Irene	Citizen Advisory Committee
7	Conway	Andra	Citizen Advisory Committee
8	Shane	Rose	Citizen Advisory Committee
9	Jennette	Tim	Citizen Advisory Committee
10	Mairose	Donald	Citizen Advisory Committee
11	Middlebrooks	Kerry	Citizen Advisory Committee
12	Rolquin	Edward "Skip"	Transportation
13	Thompson	Major	Transportation
14	Horne	Robert	Transportation
15	Copman	Mitch	Transportation
16	Bockisch	Jay	Transportation
17	Auerbach	Sean	Green Plan
18	Hamlin	Jim	Green Plan
19	Berlin	Geoff	Green Plan
20	Kornbluh	David	Green Plan
21	Tracy	Brad	Green Plan Chair
22	Tedder	David	Tedder Law Office
23	Garrett	Marie	
24	Acenbrak	Steve	Pond and Company
25	Pond	Al	Pond and Company
26	Beesten	Michelle	Pond and Company
27	Shiver	Holly	Pond and Company
28	Wilburn	Rod	Carter and Burgess
29	Fangman	Richard	Carter and Burgess
30	Drummond	William	Georgia Tech
31	Giarrusso	Tony	Georgia Tech
32	Leone De Nie	Karen	Georgia Tech
33	Barringer	Jason	Georgia Tech
34	Contant	Cheryl	Georgia Tech
35	Amos	Fernandes	Carter and Burgess

**CITY OF JOHNS CREEK: Sub-Area 2  
TRANSPORTATION MASTER PLAN**

**Thursday, March 6, 2008**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>
1	Gaddis	Cleve
2	Norris	John
3	Schreiber	Tony
4	Robinson	Margie
5	Warren	Jim
6	Sams	William
7	Sands	Dagmar
8	Copman	Mitch
9	Mairose	Donald
10	Jennette	Tim
11	Stevens	Lynn
12	Stevens	Bob
13	Turbyfill	James
14	Biondich	Bob
15	Rolquin	Skip
16	Norton	Eddie
17	Turbyfill	Brooke

**CITY OF JOHNS CREEK: Sub-Area 2  
LAND-USE AND GREEN PLAN**

**Tuesday, March 11, 2008**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>
1	Mairose	Donald
2	Webb	Judy
3	Ritch	Quentin
4	Jennette	Tim
5	Biondich	Bob
6	Tracy	Brad
7	Reinecke	Royce
8	Hamlin	Jim
9	Hartmann	Sybille
10	Tracy	Jacquie
11	Freeman	Render
12	Gaddis	Cleve
13	Robinson	Margie
14	Schreiber	Tony
15	Stevens	Bob
16	Sanders	Irene
17	Kornbluh	David
18	Reinecke	Nancy



**CITY OF JOHNS CREEK: Sub-Area 3  
TRANSPORTATION MASTER PLAN**

**Tuesday, March 18, 2008**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>
1	Kornbluh	David
2	Jennette	Tim
3	Thompson	Major
4	Conway	Andra
5	Laarhaven	Lisa
6	Rolquin	Edward "Skip"
7	Horne	Robert

**CITY OF JOHNS CREEK: Sub-Area 3  
LAND-USE AND GREEN PLAN**

**Tuesday, March 25, 2008**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>
1	Jennette	Tim
2	Sanders	Irene
3	Kornbluh	David
4	Auerbach	Sean
5	Jones	Joan
6	Gaddis	Cleve
7	Green	Tony
8	Jones	Jim
9	Alexander	Michelle
10	Ritch	Quentin
11	Conway	Andra
12	Harris	Margaret
13	Miller	Bob
14	Horne	Robert
15	Hartmann	Sybille

**CITY OF JOHNS CREEK  
CITY COUNCIL MEETING**

**Monday, July 14, 2008 at 7p.m.**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>
1	Brown	Merv
2	Myers	Ben
3	Magyar	Bill
4	Spiegelberg	Hale
5	Collier	Beverly
6	Freud	Justine
7	Freud	Don
8	Weatherspoon	Terry
9	Bornes	Deborah
10	Remiszewski	John
11	Luther	Cecilia
12	Dunne	Mike
13	West	Nathan
14	Valencia	Audensa
15	Reich	Vince
16	McDonald	Jim
17	Hark	Ellen
18	Briddon	Garry
19	Pearson	Patrick
20	Steiner	E.C.
21	Broadus	John
22	Broadus	Gloria
23	Parsons	John
24	Hauck	Charles
25	Hauck	Jenny
26	Pozin	Margie
27	Hunter	Petti
28	Hall	Rosemary
29	Hall	Charles
30	Ohmen	R.J.
31	Mairose	Donald
32	Hunter	Alex
33	Lewis	Gerry
34	Meyer	Arlene
35	Beherton	Ron
36	Beherton	Trish
37	Gruber	Steve
38	Gruber	Charlotte
39	Barnes	Bob
40	Giggi	D
41	Brown	Lisa

42	Brown	Dan
43	Sanders	Quentin
44	Rabideau	Debbie
45	Frampton	Rudolph
46	Caro	David
47	Singleton	Linda
48	Frost	Jim
49	Sharpe	Sandy
50	Zey	Nancy
51	Hill	Frank
52	Browning	Sheala
53	Browning	Mark
54	Forester	Jim
55	Sands	Tom
56	Sands	Dagmar
57	Summerour	Paul
58	Cepak	Joe
59	Cepak	Dagmar
60	Redmond	Van
61	Redmond	Gail
62	Weisenberg	Bob

**CITY OF JOHNS CREEK, A "Special Called"  
Transportation Sub-Committee Meeting**

**Monday, May 5, 2008**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>	<b>Board / Group</b>
1	Gaddis	Cleve	Citizen Advisory Committee
2	Rolquin	Edward "Skip"	Transportation
3	Thompson	Major	Transportation
4	Horne	Robert	Transportation
5	Copman	Mitch	Transportation
6	Bockisch	Jay	Transportation

**JOHNS CREEK TRANSPORTATION MASTER PLAN  
Open House Sign-In Sheet**

**Thursday, September 18, 2008**

<b>#</b>	<b>Last Name</b>	<b>First Name</b>
1	Swoope	Andre
2	Thompson	Major
3	Brock-Chapman	Jennifer
4	Lewis	Gerry
5	Huetter	David
6	Kornbluh	David
7	Beppler	David
8	Beppler	Eric
9	Scruggs	Larry
10	Scruggs	Julia
11	Strothmann	Jim
12	Carlisle	Katie
13	Smith	Dawn
14	Fohl	Gary
15	Sands	Dagmar
16	Sands	Tony
17	Erler	Fred
18	Krishnan	Kumar
19	Krishnan	Patty
20	Round	Penelope
21	Kallish	Scott
22	Bockisch	Jay
23	Lockerbie	Phil
24	Butler	Steve
25	Turbyfill	James
26	Schrive	Jerry
27	Copman	Mitch
28	Gero	Scott
29	Wilder	Kelly
30	Hartmann	Sybille
31	Ryu	Yuneho
32	Cho	Mark
33	Reeser	Ron
34	Macrina	Joe
35	Farrell	Matt

## Appendix A: Press



## DUIs:

Continued from Page 2

of Roswell was arrested May 2 on West Crossville Road in Roswell for DUI and violation of the Move Over Law.

### Drug arrests

► Andrew Duckett, 31, of Alpharetta was arrested April 29 for possession of marijuana, driving in a safety zone and improper turn.

► Justin R. Siegel, 20, of Roswell was arrested April 30 on Haynes Bridge Road in Alpharetta for possession of marijuana.

► Christopher N. Jones, 28, of Alpharetta was arrested April 30 on Haynes Bridge Road in Alpharetta

for possession of marijuana.

► John L. Skolds Jr., 31, of Woodstock was arrested May 1 and charged with possession of marijuana, no insurance, driving on a suspended license and cancelled registration.

► Jesse D. LeClair, 29, of Atlanta was arrested May 3 on Bent Grass Drive in Roswell for possession of cocaine, expired tag and improper tag display.

► Anshon Lamar, 26, of Roswell was arrested May 3 on Crestview Circle for possession of marijuana.

► Catherine F. Day, 38, of Roswell was arrested May 4 on Holcomb Bridge Road in Roswell for DUI and failure to maintain lane.

► Aijah Chappel, 36, of Atlanta

was arrested May 4 on East Crossville Road in Roswell for trafficking methamphetamine, possession of cocaine with intent to distribute, possession of psilocybin mushrooms with intent to distribute, possession of Xanax with intent to distribute, possession of hydrocodone with intent to distribute, possession of amphetamine, possession of ecstasy, and possession of a knife in the commission of a crime.

## Blotter:

Continued from Page 3

F-100 parked in the yard.

• Ketchup, barbecue sauce and another, unidentifiable item from the pantry of Alpharetta Fire Station 2. According to the police report, one of the firefighters spotted a contract worker in the firehouse stealing the

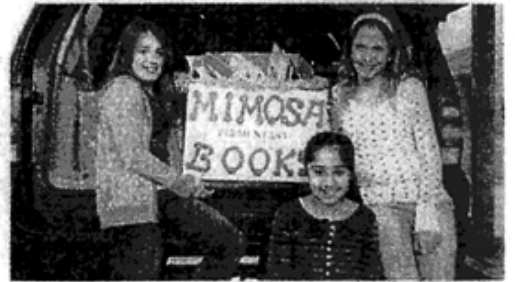
foodstuffs.

They believe he might be connected to other thefts from the station, including a water cooler, soap and some cash.

• Two baseball caps and two polo shirts from an apartment on Lowe Lane. No other rooms in the apartment were disturbed and the victim said this was the first time his clothing had been picked through.

## Medlock Bridge students give books to Mimosa

Students at Medlock Bridge Elementary in Johns Creek collected 1308 books for students at Mimosa Elementary School in Roswell. The books will be used for their Writing and Reading All Day (WRAD) program, and every student at Mimosa will be able to choose a book to take home and keep. Loading up the books for delivery are Medlock Bridge fifth grade students, from left, Lizzy Johnson, Zabra Rafawani, and Megan Hajduk.



SPECIAL www.northflorida.com

**CITY OF JOHNS CREEK PLANNING COMMISSION, PUBLIC HEARING:**  
TUESDAY, June 3, 2008 AT 7:00 P.M.

**CITY OF JOHNS CREEK MAYOR AND CITY COUNCIL, PUBLIC HEARING:**  
MONDAY, June 16, 2008 AT 7:00 P.M.

**City of Johns Creek Council Chamber**  
12000 Findley Road, Suite 300  
Johns Creek, Georgia 30097

The following Rezoning proposals located within the City of Johns Creek are scheduled for Public Hearings as stated above.

#### LAND USE PETITION: RZ-08-005 (AMENDED)

PETITIONER: Ross Merklng  
LOCATION: 1st District, 2nd Section, Land Lot(s) 877 and 878  
8400 Block of Holcomb Bridge Road  
8600 Block of Nesbil Ferry Road  
CURRENT ZONING: C-1, Conditional  
PROPOSED ZONING: C-1, Conditional  
PROPOSED DEVELOPMENT: The request proposes to amend the existing site plan to allow an additional outparcel. The proposed outparcel will accommodate a Sonic fast food restaurant.

#### CONCURRENT VARIANCE: VC-08-005-1

PETITIONER: Ross Merklng  
LOCATION: 1st District, 2nd Section, Land Lot(s) 877 and 878  
8400 Block of Holcomb Bridge Road  
8600 Block of Nesbil Ferry Road  
ZONING: C-1, Conditional  
PROPOSED USE: Allow an additional freestanding sign

#### LAND USE PETITION: RZ-08-006

PETITIONER: Jettison, LLC  
LOCATION: 1st District, 2nd Section, Land Lot(s) 384, 396, 397  
11300 BLOCK OF TECHNOLOGY CIRCLE  
CURRENT ZONING M1 - A Conditional  
PROPOSED ZONING: A Conditional  
PROPOSED DEVELOPMENT: 399 UNIT APARTMENT COMPLEX

## Charts:

Continued from Page 16

"Our society is more litigious so everything must be well documented and an increased number of regulations place greater consequence on managing those

charts appropriately," he said. "Unfortunately, today's demands make the paper chart fair beyond incapable of being able to keep up."

But where the paper chart fails, simplifyMD seems to pass with flying colors.

According to Ethington,

simplifyMD is 85 percent less expensive than other methods. In addition, since 2007, the cost of running a medical practice has increased 40 percent and physicians have to see twice as many patients as they used to.

"SimplifyMD increases our revenues while decreasing our head expenses," said Ethington. "It also provides better patient care with instant access to information...[and] distinguishes the practice."

He added that one client converted more than 500,000 medical records in under 50 days.

According to simplifyMD project manager Susan Beecham, even medical professionals that have seen a demonstration "get it immediately."

"I have seen offices that we shut down searching for a patient chart one day to have the ability to find any chart without leaving their chair the next - I love the outcome," said Beecham.

### NOTICE OF SPECIAL CALLED PLANNING COMMISSION PUBLIC HEARING AND MAYOR & CITY COUNCIL PUBLIC HEARING

PURPOSE: PUBLIC HEARINGS FOR THE PRESENTATION OF THE COMMUNITY AGENDA RELATING TO THE CITY OF JOHNS CREEK COMPREHENSIVE PLAN 2030, AS REQUIRED BY THE CURRENT RULES OF THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS (DCA), O.C.G.A. CHAPTER 110-12-1.

#### PUBLIC HEARINGS:

PLANNING COMMISSION JUNE 10, 2008  
MAYOR & CITY COUNCIL JULY 14, 2008

LOCATION & TIME: Each Public Hearing will be held at 7:00 p.m. in the City Hall Council Chamber (3rd floor), 12000 Findley Road, Johns Creek, Georgia, 30097.

The City of Johns Creek has undertaken a coordinated planning effort with the Comprehensive Land Use Plan, Green Plan, and Transportation Master Plan. A series of completed public workshops along with involvement of the Citizen Advisory Committee, Transportation Sub-Committee, and Green Plan Sub-Committee have assisted in the preparation of the Community Agenda.

A copy of the document is available at the City Clerk's office, located at City Hall on the 4th floor. The document is also available on-line at [www.johnscreekga.gov](http://www.johnscreekga.gov).

John Kachmar, City Manager

ALL INTERESTED PARTIES ARE ENCOURAGED TO ATTEND!

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## **PUBLIC NOTICE AND COMMUNITY OUTREACH**

**PLEASE JOIN US!**

**City of Johns Creek Comprehensive Land Use Plan,  
Green Plan, and Transportation Master Plan**

**Open House**

**Thursday, April 24, 2008**

**Why: HELP SHAPE YOUR COMMUNITY!**

**When:** Thursday, April 24, 7 pm.

**Where:** Johns Creek City Hall  
12000 Findley Road  
Council Chamber, 3rd floor



The six public workshops on the comprehensive land use plan, transportation master plan and green plan are now complete. You are invited to an open house where City staff and consultants will present their findings — and where residents can review this work and provide written comments.

You may also submit comments via email to [info@JohnsCreekGA.gov](mailto:info@JohnsCreekGA.gov) (please put "Comp Plan" in the subject line).

For more information about the comprehensive plan please refer to [www.JohnsCreekGa.gov](http://www.JohnsCreekGa.gov) and click on the above icon.

**SAVE THE DATES!**

**PUBLIC HEARINGS ARE SCHEDULED FOR  
PLANNING COMMISSION ON JUNE 10, 2008  
MAYOR AND CITY COUNCIL ON JULY 14, 2008**

**Source:** NorthFulton.com

## **Spotlight on: JC transportation**

with Cindy Jenkins & Kyethea Kirk

**August 30, 2007**

Kyethea Kirk, transportation planner, and Cindy Jenkins, transportation engineer, are the driving force behind road projects in Johns Creek.

Jenkins was born in Atlanta and raised in Birmingham, Ala. She earned a bachelor's in Civil Engineering from Auburn University. Jenkins and her husband, Chris, have been married for five years last month.

Kirk was born in Washington, D.C., and raised in Ohio. She earned a bachelor's in Finance from Northern Kentucky University and a master's in Regional and City Planning from Georgia Tech.

### **The push for a city was largely motivated by the desire for local control, and transportation is an important issue. How does city staff take into account what the citizens want?**

**Kirk:** Since we are a new city, we have projects that Fulton County had already identified through the regional transportation plan.

**Jenkins:** Fulton County had identified the intersections and roadways that needed to be improved, and I am not 100 percent sure that the citizens were 100 percent behind every one of those projects.

**Kirk:** Having the input from the citizens and having them on board with a project helps the project a lot. If you don't have their support, it is probably not a project that would go forward. Keeping the citizens involved and informed about what's going on is a big part of it.

**Jenkins:** Take capital projects – there is one intersection improvement project we are working on at Bell Road and Rogers Circle Road. When we start dealing with that, we will meet with the affected property owners to inform them and explain the project.

**Kirk:** Projects that have federal funding include a public piece, which is required. But I think the nature of the city is to keep the citizens involved and informed on the individual projects that are up and coming. We both believe strongly in public involvement. We don't want to tell the public this is what we are doing, but rather invite them to tell us what they want.

**Jenkins:** There are a lot of things that we see a need for, but we have to go in the direction of the City Council and what the citizens want, so a lot of the workload from a planning standpoint is going to come from the comprehensive plan.

### **How will the city's comprehensive plan inform transportation decisions?**

**Kirk:** The comprehensive plan looks at the growth and the needs or the demands on transportation infrastructure. There will be a lot of public involvement in the comp plan.

**Jenkins:** We really are looking for the citizens' priorities. The comp plan will incorporate a Transportation Master Plan, and that is where I will be looking for the most direction.

**Kirk:** It allows us to look for funding opportunities, which come available from federal and state government.

**Jenkins:** Once the plan is identified, Kyethea is very knowledgeable about the funding sources that are out there and available. She attends a lot of the Atlanta Regional Commission (ARC) meetings. If there is funding available, she will look at the plan and identify which of those projects can be incorporated into the grant opportunity and move forward with writing the grant applications.

**Kirk:** Some jurisdictions can produce a comp plan, but it can remain on a shelf and go nowhere. To have the leadership that wants to go forward with improving infrastructure in the city helps us do our jobs. Grant writing is a competitive process. We can't apply for funds without council approval.

**What kind of timeline can citizens expect with respect to transportation improvement projects?**

**Jenkins:** The High Priority Projects and Surface Transportation Projects will be kicked off probably in October. It takes a year to do a concept study, to look at environmental issues and historic issues. Then the Ga. Department of Transportation and the ARC set aside about a year to purchase the right of way. After that, the final plans are finished, and then it takes about another year for construction. From the time the city receives the funds, it is three years down the road before you are going to see the results of those funds in place.

**What other ways do you contribute to the city?**

**Jenkins:** We are also part of the Community Development Department's plan review process. If a developer wants to build within the city and needs a permit, Kyethea and I both look at the plans from a transportation standpoint.

**Kirk:** I look at the impact from a planning perspective to match it up with the actual transportation facilities, which are roadways, sidewalks or trails.

**Jenkins:** I look at it from an engineering standpoint, like how wide is the driveway, what is the radius of the curbs, is the driveway too close to another driveway.

**Kirk:** From a larger scale, Cindy is looking at it to make sure that it functions in a safe manner. Functionality and safety is a big part.

**What was your last job and what prepared you most Johns Creek?**

**Jenkins:** I worked for the city of Roswell in the same role. I was managing the capital projects. We had several bridge replacements, intersection improvements and sidewalk projects that I managed.

The thing that prepared me the most would be a combination of two things. Definitely having the experience of working in government gives you the background, but I have also been a consultant. The consulting side helps you think outside of the box and think of new ways to help resolve problems.

**Kirk:** I was a senior transportation planner in Cobb County's Department of Transportation doing a lot of the same things. Mainly, I worked with the regional transportation improvement plan, looking at Cobb County projects and making sure the funding and schedule was correct for the regional piece of it. I also did a lot of grant writing. Cobb had the mindset that if there is money out there to apply for, then it was to be applied for. I think Johns Creek is interested in various funding opportunities, and I present every funding opportunity to leadership to see if that is what they want to do.

**Fun Fact. Tell me something not a lot of people know about you.**

**Kirk:** Two years ago, I took a cruise to the Caribbean Islands and went to Aruba. It was my first time there and I loved it, but I didn't get to parasail, which was something I wanted to do. So next year, I plan on going and that will be the first thing on my "to do" list.

**Jenkins:** People seem to be amazed that I cook. My sister and I took a cake decorating class, so I do that on the side, and I like to sew. I am a little "Martha Stewart-esque." And I am a big Auburn fan.

For Immediate Release:

Contact: Bill Doughty, APR, 678-512-3274



## **Comp Plan process moves to next phase focusing on community input** *Series of workshops scheduled for Comprehensive, Transportation and Green plans*

**JOHNS CREEK, Georgia—February 4, 2008**—City of Johns Creek citizens, business owners and service providers have the opportunity to work together with city staff in a series of public workshops over the next several months to prepare land use and transportation planning recommendations to the Mayor and City Council.

Planning efforts to generate a Transportation Master Plan, a Green Plan, and a Comprehensive Land Use Plan will happen simultaneously, giving citizens a chance to consider City priorities for a 20-year time horizon. The Georgia Department of Community Affairs and the City Charter require that the respective plans be completed and adopted by November 2008.

"This is a landmark project that will shape the City's future for years to come," Mayor Mike Bodker said last week during his first-ever State of the City address. "Over the next several months, you will have numerous opportunities to tell us what you want your community to look like. I urge you to study what is unfolding and make your voice heard."

Transportation workshops begin **Tuesday, February 19**. The Transportation Master Plan addresses needs for transit, sidewalks and bicycle travel, as well as the need for roadway and intersection capacity. It also addresses the Comprehensive Plan's transportation element requirements, including transportation issues and opportunities, supportive policies, and specific projects to be implemented in the first five years with project and implementation recommendations through 2030.

The first workshop for the Comprehensive Plan (which links all the master plans and produces a land-use policy document) will take place **Tuesday, February 26**. Participants at these workshops may also provide input into the City's Green Plan, which addresses future needs for parks, major recreation facilities, recreational trails, and land conservation. Participants have an opportunity to complete a Green Plan preference survey, share opinions, and ask questions of the planning team.

The City undertakes these efforts as a joint project, so that transportation planning links with land use and green space decisions in the future. For planning purposes, consultants have divided the city into three sub-areas ([see corresponding map](#)) and scheduled meetings to specifically address each one.

This is the second phase of the Comprehensive Plan development process. The Community Assessment – an inventory of existing conditions and resources in Johns Creek – along with a Community Participation Plan that outlines how the City will solicit citizen input in the process, were presented and approved by Council January 14 and subsequently submitted to DCA and the Atlanta Regional Commission for their required review.

Marie Garrett, who served on the Governor's Commission and who also served as Johns Creek's interim City Manager will provide technical directive and supervision of the planning team. David Tedder, a land use consultant, mediator and lawyer with similar tenure in land use planning and government experience will coordinate the overall planning effort. The City has hired Carter/Burgess for the Transportation Master Plan, Georgia Tech for the Green Plan, and Pond & Company for the Comprehensive Plan.

Please see the City Web site [www.JohnsCreekGA.gov/compplan.html](http://www.JohnsCreekGA.gov/compplan.html) for draft documents and a schedule of upcoming activities. Save the dates listed below to lend your voice to the process. All meetings are held in the Council Chambers at Johns Creek City Hall, 12000 Findley Road, third floor and start at 7 pm.

Comments related to the Comprehensive, Transportation and Green plans may also be submitted via e-mail to [info@JohnsCreekGA.gov](mailto:info@JohnsCreekGA.gov). Please put Comprehensive Plan in the subject line.

### **Comprehensive Plan**

Issues/Opportunities, Visioning, and Development Strategies:

Sub-area 1 Land Use and Green Plan  
Sub-area 2 Land Use and Green Plan  
Sub-area 3 Land Use and Green Plan

**February 26**  
**March 11**  
**March 25**

### **Transportation Master Plan**

Sub-area 1  
Sub-area 2

**February 19**  
**March 6**



Sub-area 3  
Gather additional public input  
Final report presentation

**March 18**  
**August 26**  
**September 9**

**Joint Comprehensive/Green/Transportation Master Plan Open House**

**April 24**

**About the City of Johns Creek**

Located in Metro-Atlanta, Johns Creek is the 10th largest city in Georgia. It was incorporated December 1, 2006, following a voter referendum July 18, 2006. For more information, visit the City Web site at [www.JohnsCreekGA.gov](http://www.JohnsCreekGA.gov).

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For more information, visit the City of Johns Creek Web site at [www.JohnsCreekGA.gov](http://www.JohnsCreekGA.gov).

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**Press Contact:**

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[Bill Doughty](mailto:Bill.Doughty@johnscreekga.gov)

Johns Creek City Hall  
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Johns Creek, GA 30097-1412  
P 678-512-3200  
F 678-512-3199

The City of Johns Creek believes all press releases were accurate as of their respective dates, but makes no representation as to accuracy on any other date and assumes no responsibility for updating information contained in any press release.

ajc.com > Metro > North Fulton/Forsyth  
Johns Creek to present land-use plan to public

By DOUG NURSE  
The Atlanta Journal-Constitution  
Published on: 04/23/08

Johns Creek planners today and Thursday will present their recommended comprehensive land-use plan for public reaction.

The land-use plan, developed after numerous workshops with residents, includes a transportation master plan and a green-space plan.

The proposal is available for viewing at 7 p.m. on the third floor of City Hall, 12000 Findley Road.

Shortly after the city incorporated on Dec. 1, 2006, the Johns Creek City Council adopted the Interim Comprehensive Plan 2025 and land-use map, which was based on Fulton County's 2025 Comprehensive Plan. The interim plan served as guidelines for managing development.

In September, the City began developing its own comprehensive plan.

For more information, visit <http://johnscreekgov.com>

**Find this article at:**

[http://www.ajc.com/metro/content/metro/northfulton/stories/2008/04/23/johnscreekplan\\_0424.html?cxntlid=inform\\_sr](http://www.ajc.com/metro/content/metro/northfulton/stories/2008/04/23/johnscreekplan_0424.html?cxntlid=inform_sr)

**Source:** NorthFulton.com

## **Johns Creek apartments in Tech Park?**

by Jennifer Brock

**May 08, 2008**

JOHNS CREEK – Could a 475,000 square-foot apartment complex be built in Technology Park?

Officials from Tech Park and Newport Development brought forth a rezoning application to the Johns Creek Community Association [JCCA] meeting May 8.

The application is a request to rezone the nearly 39 acre area adjacent to CIBA Vision World Headquarters from M-1A (Industrial Park Conditional) to A (Medium Density Apartment) Conditional. The site-plan specific, 475,000 square-foot project would include 399 apartment units.

The proposed gated complex, named The Woodlands at Johns Creek, would include 14 buildings, ranging from three to four stories, complete with a clubhouse and fitness center.

“The primary objective...in Tech Park is to bring jobs,” said Jim Warren, vice president of Tech Park. “So predominately, we’re in the business of building office buildings but we also have an obligation to bring those accessory uses to the employees need – shopping, etcetera. Our policy has always been transitional zoning.”

Tech Park is home to several office buildings, medical offices, assisted living center, churches and townhomes.

“Without suitable places for our workers to live, we’re shortchanging our office park,” said Warren.

He added that 11,000 people work in Tech Park and there is a need to accommodate those workers.

According to a letter from the Atlanta Regional Commission, the ARC determined that the proposed apartment complex does not increase the size of Tech Park by 10 percent or more and therefore does not need to be reviewed as a Development of Regional Impact.

“There’s another threshold of 400 units. We’ve made a conscious decision to stay below that number,” said Warren.

One resident at the meeting asked since the development is one unit short of undergoing a Development of Regional Impact review at 399 units, why not just increase the units to 400 and ask for a review as a “good faith” effort.

“We can ask for it, but they won’t review it,” said Lauren Hansford, an attorney representing the applicant. “The whole Tech Park project was approved [by the ARC] up to 11 million square feet and since Tech Park is well under that, they’re not requiring a review.”

Bob Strauss of Newport Development said that once it’s actually planned, the development will probably have around 386 units.

Residents’ main concerns at the meeting involved how the project will affect traffic, school enrollment and density.

Traffic

Residents voiced concerns about an increase in traffic.

Warren said the Tech Park campus has interconnectivity and sidewalks, which improve the pedestrian experience in the area.

“The [apartment] housing is closer to where the jobs are,” said Strauss.



According to report by Street Smarts provided by the developers, “apartments generate less vehicle trips per day than office buildings, significantly less during peak hours.” The report states approximately 32 percent more daily trips would be generated by the offices compared with the apartments.

#### Comp Plan

A resident at the meeting said he was concerned about the low percentage of office-industrial space compared to the high percentage of residential communities in Johns Creek, noting that the city’s land use plan calls for more commercial development.

He added that city officials have encouraged residents to think about whether or not they would like to see more commercial developments in the city, in an effort to balance the tax digest.

Hansford said there are a lot of policies in the preliminary Johns Creek Comprehensive Plan that would make the proposed apartment complex appropriate.

“The interim Comprehensive Plan specifically notes the need and demand for rental housing,” said Hansford. “In this case, these apartments would be geared toward young professionals.”

According to documents disbursed by Tech Park officials, the campus currently has approximately 600,000 square feet of non-residential ongoing construction.

#### Schools

Hansford said since several residents are concerned with overcrowding of schools, Williams Management Company conducted a study on how many school age children are predicted to live in the apartment development.

According to the Williams Management Company report, 48 school age children are predicted to live in the apartment complex.

Strauss said The Woodlands of Johns Creek holds a Class A profile, which doesn’t typically have highly concentrated numbers of children. A Class A description relates to rent rates, according to Strauss.

Rent rates will range from around \$900 a month for a one-bedroom unit to more than \$1,500 a month for two and three bedroom units, according to Strauss. He added that 86 percent of the units will be one and two bedrooms and 14 percent will be three bedroom units.

#### Density

Sean Coughlin, president of Tech Park, said there are no plans to develop any more residential within Tech Park.

The proposed complex will hold 10 units per acre, compared to Johns Creek Walk, which has 22 units per acre.

#### Environment

Buffers will be included around the site and there is plans to preserve some of the trees. Warren said about 70 percent of the proposed site will be pervious surfaces.

A resident asked about the upkeep of apartment units, stating that some complexes are subject to degradation over periods of time.

Warren said all properties in Tech Park are subject to “strong” covenants, which are strictly enforced.

“Where the jobs are, is where the covenants can protect,” said Warren. “The demand is there. Let’s set the standards.”

Strauss said that if approved, construction would begin in the fall and completed in nearly two years.

The developers will present the application to the Planning Commission in June.



**In This Issue**

City offices closed July 4th

Millage rate remains same for FY08

New FD attracts firefighters from near and far

MAMA elects Bodker 2008-09 chairman

Advance voting July 7-11

Comp Plan goes to Council July 14

Budgeting process gets under way

Senior Services needs your time, energy

Upcoming Events

**Quick Links**

For more information visit the City of Johns Creek website.

**Subscribe!**

**Questions  
 Comments  
 Concerns**



No matter what time of day there is always a helpful, welcoming voice.

**Johns Creek  
 Call Center**

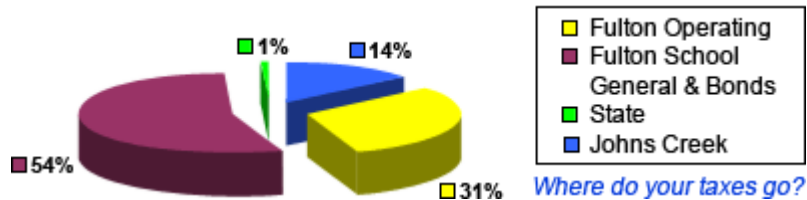
**CITY OFFICES CLOSED JULY 4TH**

Johns Creek City Hall, Municipal Court and Police Department administrative offices will be closed Friday, July 4 for the Independence Day holiday. As always, if you have a police, fire or medical emergency, call **911**; for non-emergency public safety service, call **404-730-7109**.



Please be extra careful with fire! Despite recent rains, dry conditions persist and both fireworks and outdoor grilling require extra caution.

**MILLAGE RATE REMAINS SAME FOR FY08**



The Johns Creek City Council on June 16 approved a property tax rate of \$4.614 per \$1,000 of assessed value, the same level that was in effect the previous year. Overall, the City's property tax revenue is expected to increase by almost \$1.8 million or 10.2% over 2007. Of that increase, about 4.7% was the result of increased valuations; the remainder is being generated by new construction and property improvements.

Johns Creek taxes are included on the overall tax bill issued by Fulton County, which is expected to mail those bills in July. Payment is due to the county by October 15.

**NEW FD ATTRACTS FIREFIGHTERS FROM NEAR AND FAR**

A job fair June 21 introduced the future Johns Creek Fire Department to firefighters from across Metro Atlanta, many of them applying on the spot.

Nearly 100 job seekers turned out, for a total of about 300 applications received to date for the 78 JCFD firefighter positions.

"We are very pleased with the quality of the response we've



Answering  
non-emergency calls  
about the City.

**Open 24 hours a day,  
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Call: 678-512-3200**

Assisting residents,  
individuals and companies  
doing business in Johns  
Creek.

**Johns Creek  
City Hall**

**Open Monday-Friday,  
8:30 am – 5 pm**

**12000 Findley Road,  
Suite 400**

### Upcoming Events

**Sun 7/16, 6-7pm**  
Teen Advisory Board  
Meeting,  
[Spruill Oaks Library](#)

**Wed 7/16 12:30-4:30pm**  
ACT vs. SAT Workshop,  
[Spruill Oaks Library](#)

**Sat 7/19, 1-5 pm**  
Defensive Driving  
Classes,  
[Spruill Oaks Library](#)

**Wed 7/23 12:30-4:30pm**  
ACT/SAT Combo Practice  
Test,  
[Spruill Oaks Library](#)

**Fri 7/25, 1-3 pm**  
Movie, TBA  
[Spruill Oaks Library](#)

**Sat 7/26, 1-5 pm**  
Defensive Driving  
Classes,  
[Spruill Oaks Library](#)

gotten from many dedicated firefighting professionals who want to join us here in Johns Creek," said Fire Chief Joseph Daniels. "We're going to have to make some tough decisions."

Physical agility testing was held the last weekend in June for the first round of applicants.

## MAMA ELECTS BODKER 2008-09 CHAIRMAN



The Metro Atlanta Mayors Association elected Johns Creek Mayor Mike Bodker as its 2008-09 chairman during the Georgia Municipal Association's 75th Annual Conference June 23 in Savannah.

MAMA, formed in 2003 to increase communications among cities in the metro Atlanta region, consists of mayors from the 66 cities in 10 counties in the

metro area. [Read more.](#)

## ADVANCE VOTING JULY 7-11

Advance voting for the July 15 primary election takes place Monday, July 7 through Friday, July 11 at the North Annex, 7741 Roswell Road, Room 209. Hours have been extended to 8:30 am to 7 pm.



Contact the North Fulton Annex at **404-613-7675** with any questions, or to view sample ballots and read more, visit [Upcoming Elections](#) on the Fulton County website.

## COMP PLAN GOES TO COUNCIL JULY 14



Johns Creek's first [Comprehensive Plan/Transportation Master Plan/Green Plan](#) has moved through the research and community input phases and is now in draft form. The [Community Agenda](#), as the actual plan is referred to, was presented at the 1st of 3 required public hearings on June 10, this one before the Planning Commission.

Commissioners forwarded the plan with their recommendation to the Mayor and City Council, which will hold the 1st of its 2 hearings on July 14. That meeting begins at 7 pm in the Council Chambers, City Hall 3rd floor, 12000 Findley Road. [Review the staff recommendation.](#)

## BUDGETING PROCESS GETS UNDER WAY

Development of the City budget for Fiscal Year 2009 is now under way as department heads begin assembling their respective line items. Initial presentation of the proposed budget and Capital Improvement Program to the Mayor and City Council will take place at the August 25 Council work session.



Council will hold public hearings on the budget at their regular meetings on September 8 and 22, with adoption scheduled after the 2nd hearing on the 22nd.

The City's fiscal year runs October 1 through September 30. Check the [City](#)

[Web site](#) for updates on the budget process.

### City Meetings

**Tues 7/1, 7 pm**  
[Planning Commission](#)

**Mon 7/14**  
5 pm: [Work Session](#)  
7 pm: [Council Meeting/Public Hearing](#)  
Comprehensive Plan  
Community Agenda

**Tues 7/15, 7 pm**  
[Board of Zoning Appeals](#)

**Tues 7/22, 5:30 pm**  
[Recreation & Parks Advisory Committee](#)

**Mon 7/28**  
5 pm: [Work Session](#)  
7 pm: [Council Meeting](#)

## SENIOR SERVICES NEEDS YOUR TIME, ENERGY



Have some free time? Want to make a difference in the lives of others? Then Senior Services of North Fulton can use your help.

SSNF touches the lives of thousands of older adults in North Fulton and volunteers are at the heart of what they do. They welcome volunteers of all ages and will work with you to find a job that matches your schedule, interests and abilities.

Some of the opportunities include:

- **Delivering Meals on Wheels:** Deliver to 8-12 senior adults between 10 am and 1 pm.
- **Friendly Visitor Program:** Visit senior clients in need of companionship once a week or every other week for an hour or 2, perhaps take them to doctor appointments, do yard work or help with easy tasks.
- **Neighborhood Senior Center:** Located in Alpharetta, Roswell and Sandy Springs, open Monday through Friday. Variety of needs and opportunities exist.
- **Office and Staff Support:** Office work, phone assistance, special events and other support of the SSNF mission.

If you would like to get involved, call **770-993-1906**.



**\*\*\*PUBLIC NOTICE\*\*\***

The Transportation Sub-Committee will meet on May 5, 2008. The meeting has been scheduled from 7pm - 10pm at Johns Creek City Hall in the Ocee Conference Room located on the 4th Floor.

Thank you for your attention to this matter.



# Transportation Master Plan Public Meeting and Open House

Johns Creek City Hall Council Chamber

12000 Findley Road, 3<sup>rd</sup> Floor

Thursday, September 18<sup>th</sup>

7:00-9:00 PM

An important component of the comprehensive planning process, the Transportation Master Plan serves to guide the City's transportation decision-making process into the future. Potential projects and programs address multimodal accessibility, connectivity and mobility in Johns Creek using a variety of transportation facilities – roadways, bicycle lanes, sidewalks, multi-use trails and transit. City staff and consultants will be present to review recommendations and answer your questions. To review the draft plan, please visit <http://johnscreekga.gov/agenda.html>

Comments may be submitted via email to [info@JohnsCreekGA.gov](mailto:info@JohnsCreekGA.gov)  
(Please put "Transportation Plan" in the subject line)

## SAVE THE DATE!

The final Comprehensive Plan Public Hearing is scheduled  
for  
November 10, 2008.



## News Flash

### Sept. 18 Transportation Master Plan Open House

- 7-9 pm - Thursday, 9/18
- City Hall, 3rd floor
- 12000 Findley Road



An important component of the comprehensive planning process, the Transportation Master Plan serves to guide the City's transportation decision-making process into the future.

Potential projects and programs address multimodal accessibility, connectivity and mobility in Johns Creek using a variety of transportation facilities -- roadways, bicycle lanes, sidewalks, multi-use trails and transit.

City staff and consultants will be present to review recommendations and answer your questions.

[Review the draft plan](#) | [Submit comments](#)

**Save the date!** The final Comprehensive Plan Public Hearing will be held November 10, 2008.



**Source:** NorthFulton.com

## **Master plan reviewed in Johns Creek**

by Jennifer Chapman

**September 18, 2008**

[www.northfulton.com](http://www.northfulton.com)

JOHNS CREEK - A few new strategies for the Transportation Master Plan have been developed since the July 14 public hearing and City Council approved transmittal of the Comprehensive Plan to the Department of Community Affairs [DCA] and Atlanta Regional Commission [ARC].

An open house was held Sept. 18 at City Hall for residents to review maps, plans and information regarding the draft version of recommended Transportation Master Plan improvements.

The new strategies supported City Council recommendations on interconnectivity on local roads.

Some strategies include:

- promoting continuation and extension of street systems and bicycle/pedestrian network.
- increasing network connectivity to accommodate demand between adjacent neighborhoods and developments without accessing the major thoroughfare system.

Expanded transportation recommendations include middle and long term projects and programs, sidewalk and multi-use trail maps and a revised transportation capital improvement projects map.

The supplemental information to support the Transportation Master Plan exceeds the requirements of the DCA and ARC. The new information enables preparation of a long range plan.

Residents are welcome to give their input on the process. E-mail comments to [info@johnscreekga.gov](mailto:info@johnscreekga.gov) and type "Transportation Plan" in the subject line. For more info, visit [www.johnscreekga.gov](http://www.johnscreekga.gov).



# Site:

Continued from Page 7

Cogburn Elementary School are about a half-mile south of the intersection at Cogburn and Windward Parkway.

The Bethany/Cogburn parcel was purchased from developer David Chatham for just under \$20 million, according to sources, and is already in the early stages of development with considerable clearing and turn lanes already in place. Chatham had planned to develop the parcel for residential properties, but apparently had a change of heart likely due to the slump in the housing market.

Alpharetta School Board member Katie Reeves said the Chatham property was a top consideration when the board searched for property a few years back, but was not pursued for a number of reasons.

"When we purchased the property on Freemanville, the site at Bethany and Cogburn was considered," maintains Reeves. "At that point, given the economy of the moment, we did not have a willing seller. With the property being actively developed [at that time], it was thought not to be in the best interest of the system or its taxpayers to pursue that route."

That route would probably have included condemnation proceedings and other legal action to wrest away the property, whereas the Freemanville site had a willing seller.

Reeves said circumstances developed in the past six months to change the situation. The Freemanville parcel was purchased with the intent of placing a high school and middle school on

Milton High and Northwestern Middle. But after viewing site plans developed by the architect, it became apparent topography concerns limited usable land.

"In order to build our prototype middle school, we would have had to build a three-story high school, which was just unacceptable," said Reeves.

At about the same time, the Chatham property became available, providing the perfect solution. In addition, the budget for Fiscal Year 2009 included funding for land, allowing the board to buy the site without dipping

win-win for everyone – the community and the school system.

"The Bethany/Cogburn site allows for access from two different streets – a huge plus for a high school campus. It is also in close proximity to a major highway and central to our target search area.

"The fact that it is one of few sewer sites large enough to accommodate a high school campus is a plus as well," said Reeves.

It's proximity to Ga. 9 and Ga. 400, as well as its sewer access, all made it prime property for the school system.

## Transportation Master Plan Public Meeting and Open House

Johns Creek City Hall Council Chamber  
12000 Findley Road, 3<sup>rd</sup> Floor.  
Thursday, September 18<sup>th</sup>  
7:00-9:00 PM

An important component of the comprehensive planning process, the Transportation Master Plan serves to guide the City's transportation decision making process into the future. Potential projects and programs address multimodal accessibility, connectivity and mobility in Johns Creek using a variety of transportation facilities – roadways, bicycle lanes, sidewalks, multi-use trails and transit. City staff and consultants will be present to review recommendations and answer your questions. To review the draft plan, please visit <http://johnscreekga.gov/agenda.html>

Comments may be submitted via email to [info@JohnsCreekGA.gov](mailto:info@JohnsCreekGA.gov)  
(Please put "Transportation Plan" in the subject line)

### SAVE THE DATE!

The final Comprehensive Plan Public Hearing is scheduled for November 10, 2008.

## Johns Creek Trail on Medlock Bridge Road (SR141), Fulton County P.I. No. 0002649

Notice is hereby given in compliance with Georgia Code 22-2-109 that the Georgia Department of Transportation has approved the Location and Design of the above project.

Date of Location Design Approval: Mar. 3, 2004

This project is the addition of a multi use path with approximately 4.25 miles located roughly parallel to Medlock Bridge Road traveling south from Findley Road to Old Alabama Road then traveling west approximately .45 mile on Old Alabama Road to Buice Road. The project includes a paved multi use path with the addition of seating areas and planting beds. The project lies entirely within Fulton County and within Land District 1; Section 1 and Land Lots, 288, 287, 286, 298, 299, 300, 301, 327, 302, 326, 325, 324, 323, 344, 345, 359, 358, and 374.

Drawings of maps or plats of the proposed project as approved are on file and are available for inspection at the Georgia Department of Transportation.

Sebastian Nesbitt, Area Engineer  
Department of Transportation  
Marietta Area Office  
1269 Kennestone Circle  
Marietta, Georgia 30066  
(770) 528-3238

Any interested party may obtain a copy of the drawings or maps or plats or portions thereof by paying a nominal fee and requesting in writing to:

Mike Lodbell, P.E.  
Department of Transportation  
District Office  
5025 New Peachtree Road  
Chamblee, Georgia 30341  
(770) 986-1011

Any written request of communication in reference to this project or notice SHOULD include the Project and P.I. Numbers as noted at the top of this notice.



## Appendix B Transportation Master Plan

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

In addition, the following material has been added:

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

## EXECUTIVE SUMMARY

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

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

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

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

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

## **BACKGROUND AND PURPOSE**

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

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

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



## TRANSPORTATION PLANNING CONTEXT

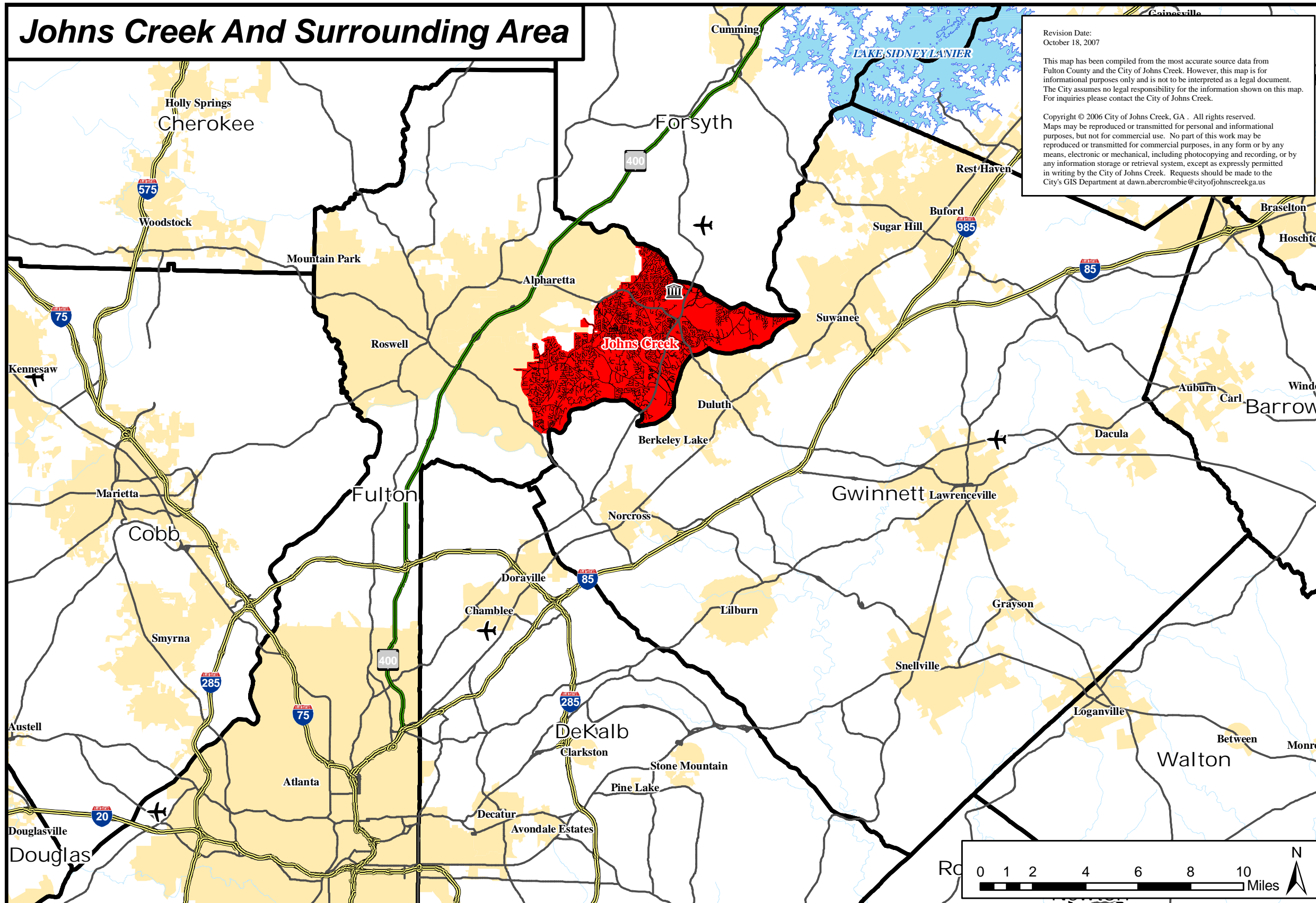
The transportation system cannot be isolated from its environment as it directly influences transportation needs. Some factors may constrain the availability of options to address travel needs, while others provide opportunities. For example, the Chattahoochee River corridor constrains possible connections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

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

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

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

## Johns Creek And Surrounding Area



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October 18, 2007

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## Regional Inset

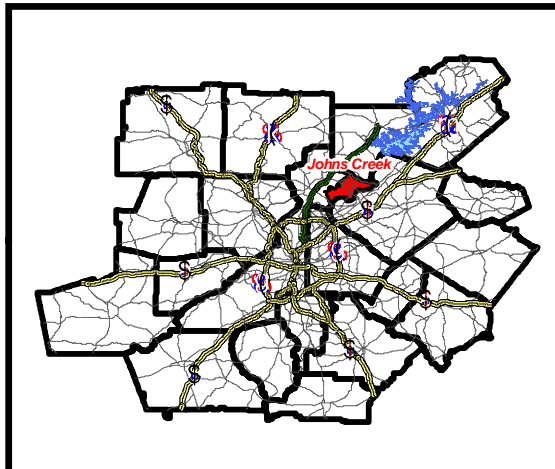


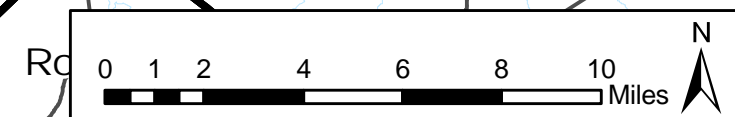
Figure T-1

## Legend

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

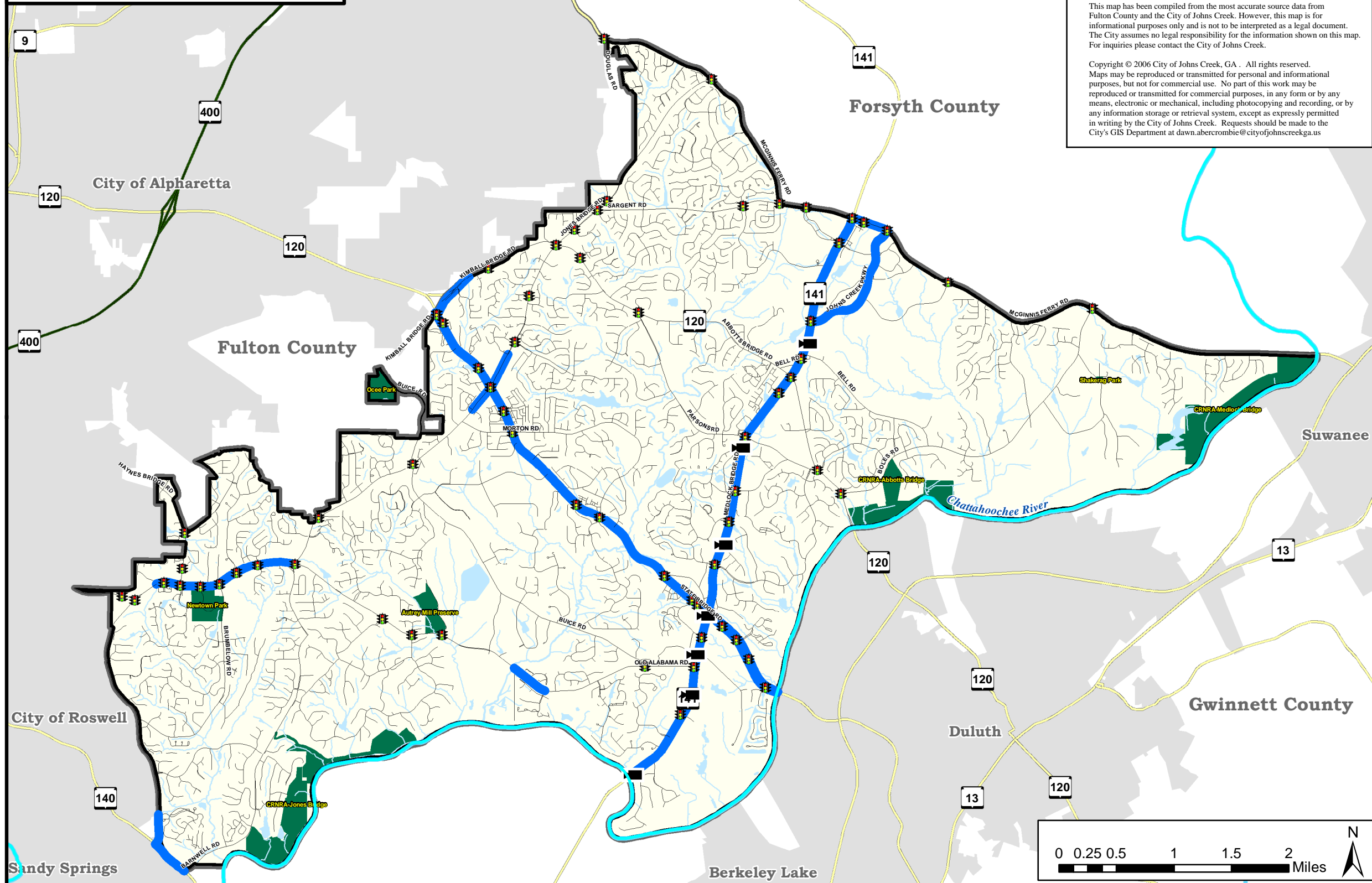
Source: ARC, City of Johns Creek, Jacobs Carter Burgess

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## Roadway Inventory



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## Regional Inset

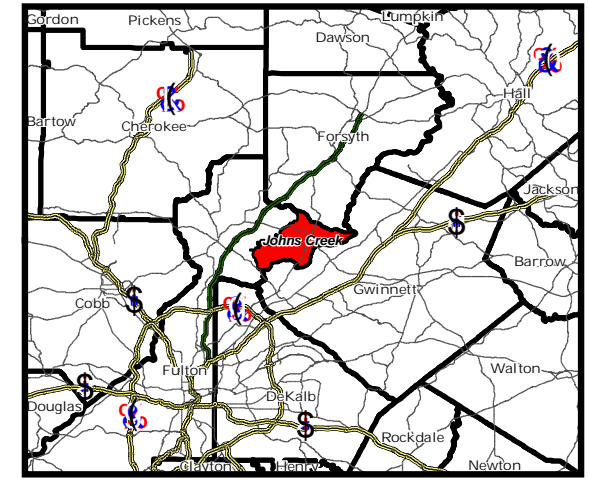
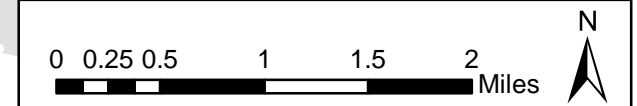


Figure T-2

## Legend

- Signals & ITS Facilities**
  - Signalized Intersection
  - Traffic Camera Location
- Number of Lanes**
  - Four-Lane Roadway Feature
  - Two-Lane Roadway Feature
- Other Layers**
  - Other State Highway / U.S. Highway
  - Chattahoochee River
  - Parks
  - Lakes / Ponds / Streams
  - Johns Creek City Limits
  - Other City Limits
  - County Boundary

Source: GDOT, City of Johns Creek, Jacobs Carter Burgess  
This map is intended for planning purposes only.



## RELATED PLANS AND PROGRAMS

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

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

### TRANSPORTATION IMPROVEMENTS IN CITY'S CAPITAL IMPROVEMENT PROGRAM

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

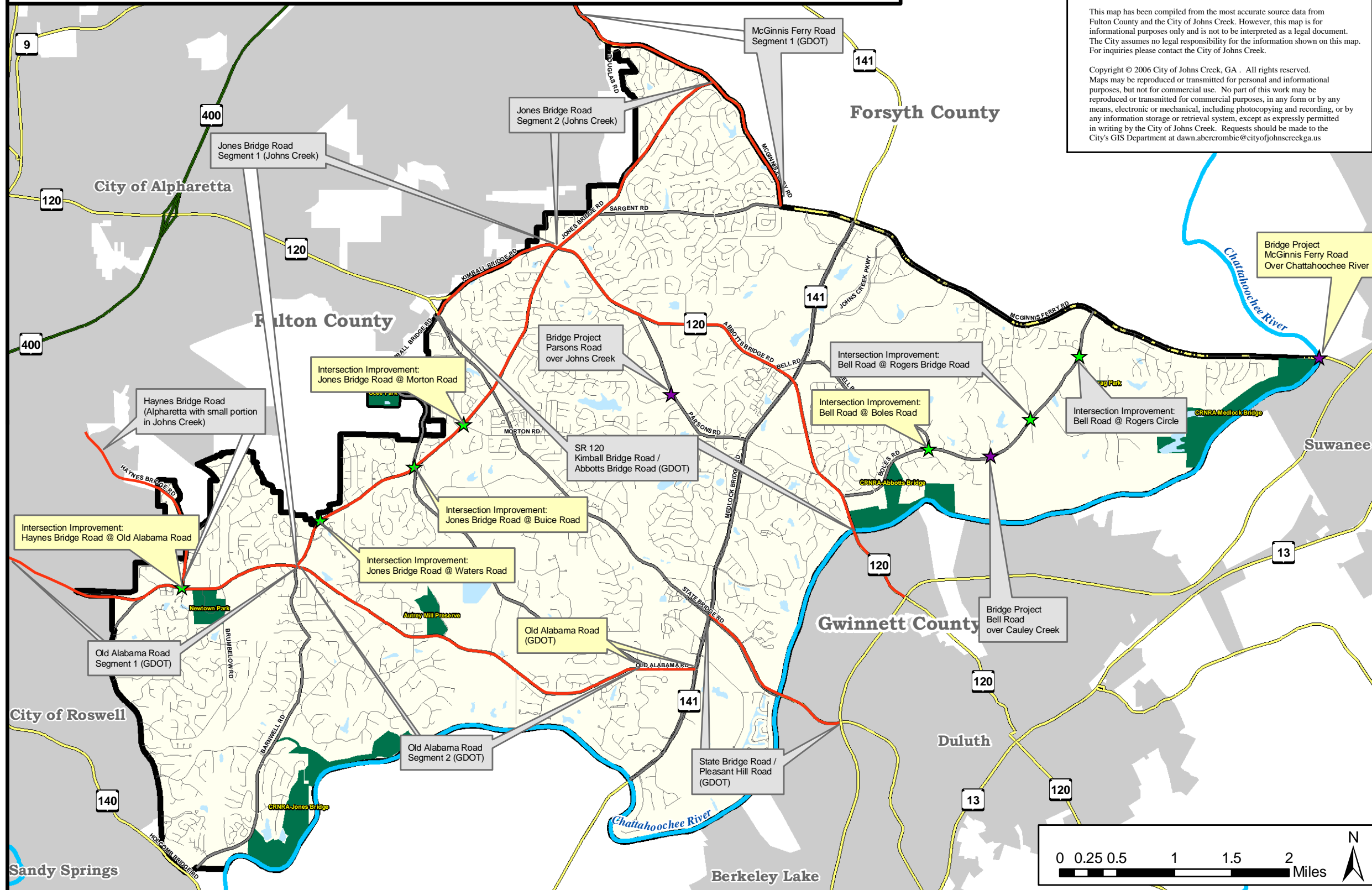
### FOCUS FULTON COUNTY 2025 COMPREHENSIVE PLAN

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

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



## Transportation Capital Improvement Projects (FY2009)



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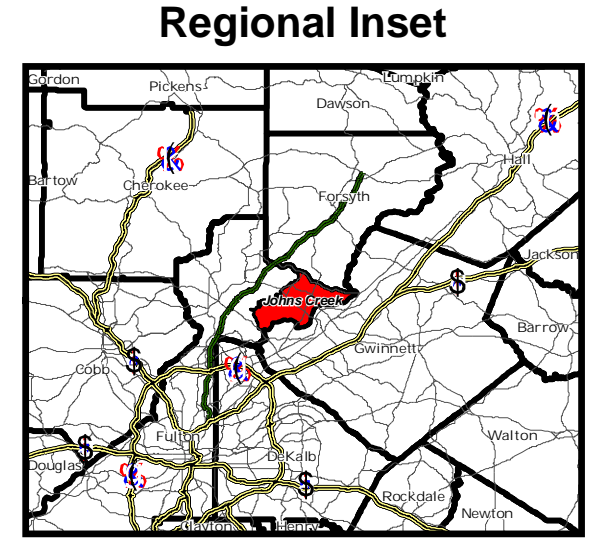


Figure T-3

### Legend

- #### Capital Improvement Projects
- ★ Intersection Improvement Project
  - ★ Bridge Project
  - Road Capacity Project

- Short - Term (0 - 5 Years)
- Long - Term (Greater Than 5 Years)

#### Road Layers

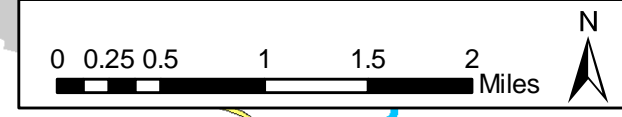
- Arterial/Collector
- Local Road

#### Other Layers

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

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.



### **FULTON COUNTY COMPREHENSIVE TRANSPORTATION PLAN (CTP)**

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

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

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

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

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

### **TRANSIT PLANNING BOARD (TPB)**

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

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

### **STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)**

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

### **UNIFIED PLANNING WORK PROGRAM (UPWP)**

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

### **OTHER REGIONAL AND STATE PLANS AND PROGRAMS**

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

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

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

## **SUMMARY OF TRANSPORTATION NEEDS ASSESSMENT**

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

### **ROADWAY CAPACITY AND SAFETY**

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

- Examination of roadway functional classification and its relationship to service of adjacent land use and alternative travel modes.
- Operational improvements to enhance traffic flow and pedestrian crossing capabilities along congested corridors, including Medlock Bridge Road, Jones Bridge Road, Old Alabama Road, State Bridge Road, Abbotts Bridge Road, McGinnis Ferry Road, Bell Road/Boles Road, and Sargent Road.
- Operational improvements and intersection reconfigurations to prevent bottlenecks at major intersections along congested corridors.
- Capacity enhancement of roadways identified as congested in future years and improvement of parallel facilities, including Medlock Bridge Road, Jones Bridge Road, McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Johns Creek Parkway, Sargent Road, and Bell Road/Boles Road.
- Management of access points along arterial corridors to ensure throughput capacity is preserved.
- Identification of appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network.
- Safety improvements along roads with high crash rates, including Medlock Bridge Road, Old Alabama Road, State Bridge Road, Kimball Bridge Road/Abbotts Bridge Road, Sargent Road, and Johns Creek Parkway.



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

## TRANSIT

Improvement needs indicated through the transit assessment include:

- Travel time strategies for transit service along the State Bridge Road and Medlock Bridge Road corridors to encourage transit riders.
- Incorporation of walkable communities and transit oriented development near mixed-use activity centers.
- Examination of potential local circulation routes between walkable activity centers.
- Transit connection to proposed commuter rail station in Duluth to support commuters to/from Atlanta.
- Examination of the applicability of Bus Rapid Transit (BRT) or other commuter transit service in Johns Creek.
- Identification of park and ride facilities.
- Coordination of existing and planned pedestrian and bicycle facilities with potential future transit service.

## PEDESTRIAN, BICYCLE AND MULTI-USE TRAIL

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

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

Potential needs related to bicycle travel and destinations include:

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

## **RAILROADS, TRUCKING, PORT FACILITIES AND AIRPORTS**

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

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

## **TRANSPORTATION POLICIES AND STRATEGIES**

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

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

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

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

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

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

The following strategies address this policy:

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

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

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

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

Strategies which build on this policy include:

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

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

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

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

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

Specific strategies in support of this policy include:

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

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

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



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

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

Specific strategies in support of this policy include:

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

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

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

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

The following strategies address this policy:

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

**6. WHENEVER POSSIBLE, INTERCONNECTIVITY SHOULD BE ENCOURAGED.**

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

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

Specific strategies in support of this policy include:

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

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

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

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

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

## RECOMMENDED IMPROVEMENT PROJECTS

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

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

### ROADWAY IMPROVEMENTS

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

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

**Table T-2  
Recommended Johns Creek Transportation Master Plan Improvements**

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

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

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

**Table T-2  
Recommended Johns Creek Transportation Master Plan Improvements**

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

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**Table T-2  
Recommended Johns Creek Transportation Master Plan Improvements**

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

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**Table T-2  
Recommended Johns Creek Transportation Master Plan Improvements**

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

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**Table T-2  
Recommended Johns Creek Transportation Master Plan Improvements**

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

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**Table T-2  
Recommended Johns Creek Transportation Master Plan Improvements**

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

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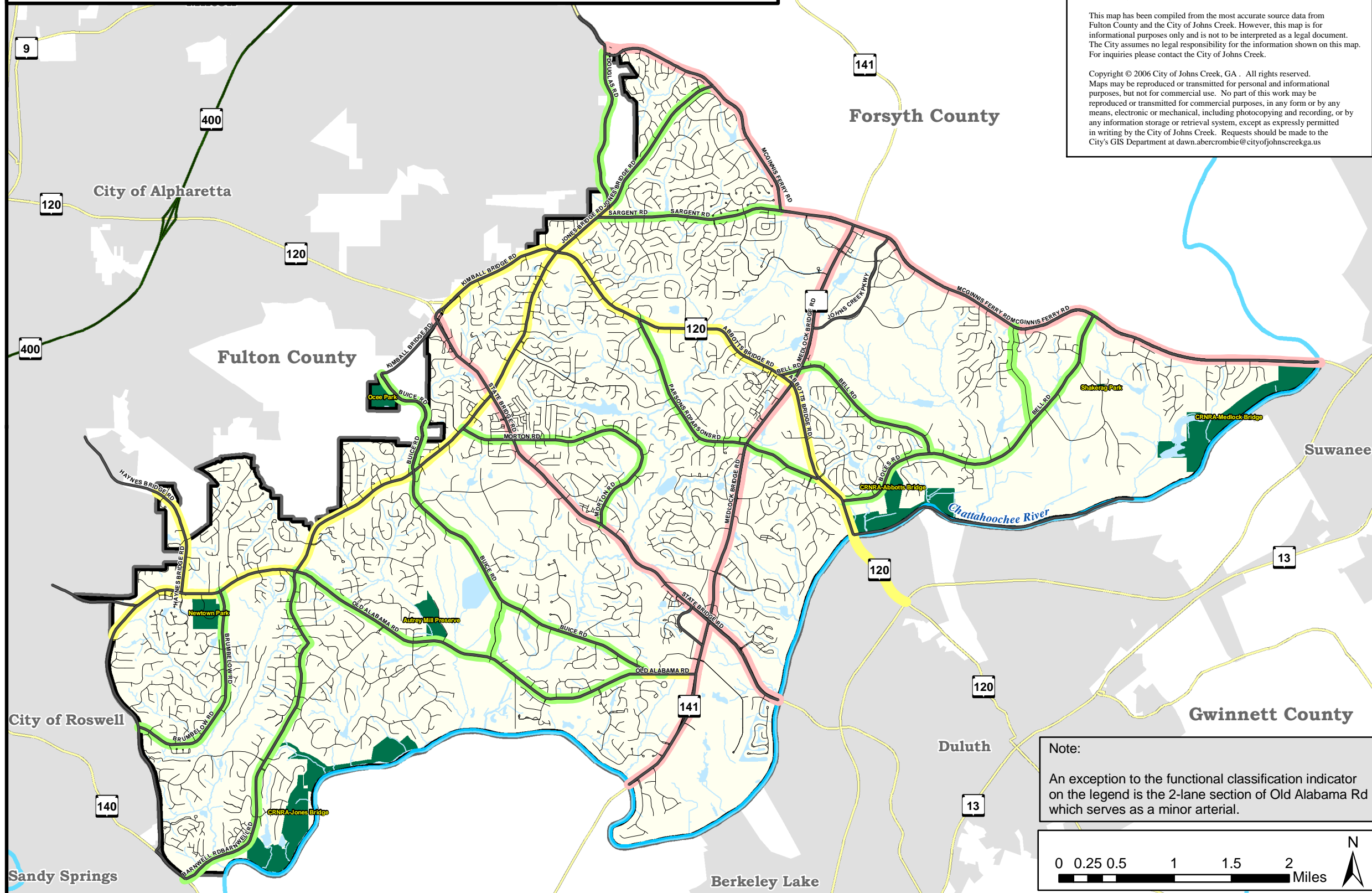
**Table T-2  
Recommended Johns Creek Transportation Master Plan Improvements**

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

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## 2030 Recommended Functional Classification

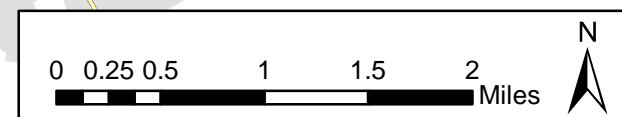


Revision Date:  
October 18, 2007

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Note:  
An exception to the functional classification indicator on the legend is the 2-lane section of Old Alabama Rd which serves as a minor arterial.



### Regional Inset

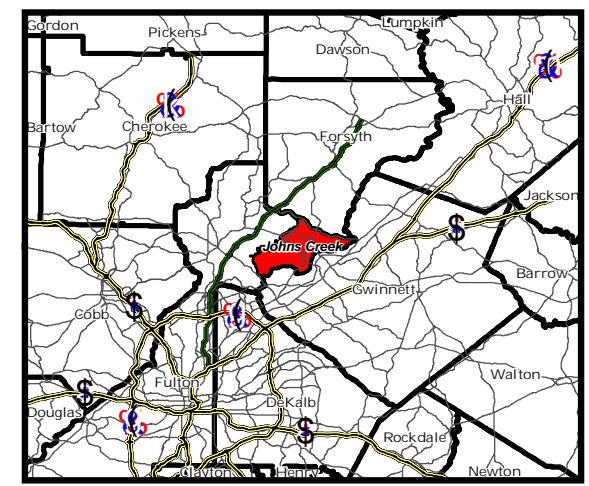


Figure T-4

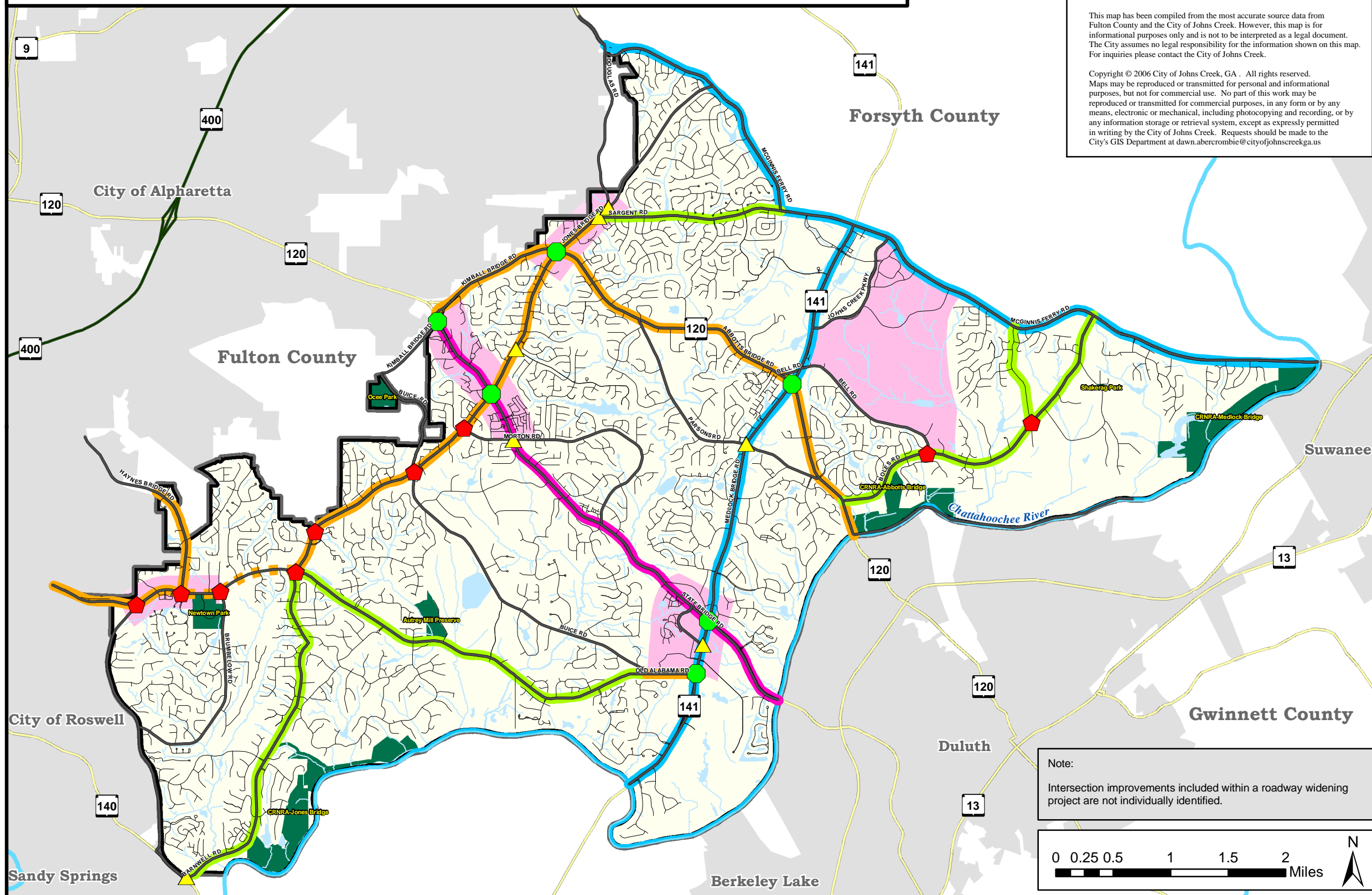
### Legend

- 2030 Recommended Functional Classification and Roadway Network**
- Principal Arterial - 4 or More Through Lanes
  - Minor Arterial - 4 Through Lanes With Turn Lanes
  - Collector - Preserve 2 Through Lanes With Turn Lanes
- Johns Creek Road Network**
- Major Road
  - Local Road
- Other Layers**
- Other State Highway / U.S. Highway
  - Chattahoochee River
  - Parks
  - Lakes / Ponds / Streams
  - Johns Creek City Limits
  - Other City Limits
  - County Boundary

Source: City of Johns Creek, Fulton Co., Jacobs  
This map is intended for planning purposes only.



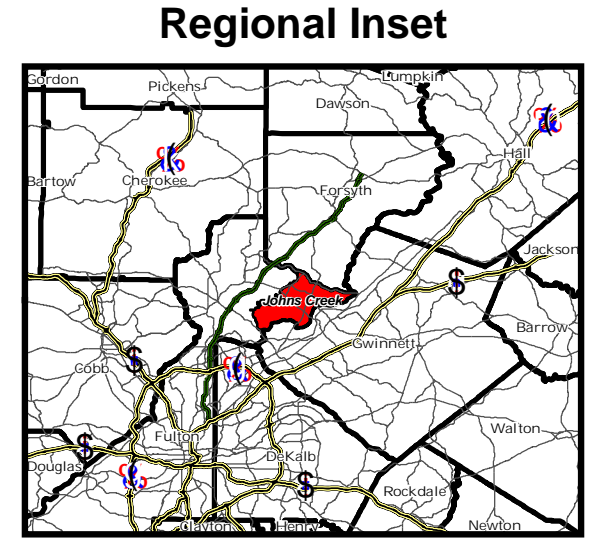
## Roadway Corridor and Intersection Recommendations



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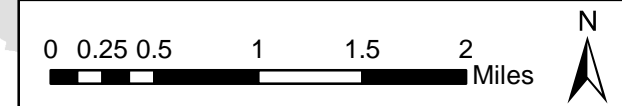


**Figure T-5**

### Legend

- 2030 Intersection Improvement Projects\***
  - Non-Traditional Intersection Improvement (Including Consideration of Grade Separation)
  - ◆ Intersection Improvement (Short Term Work Program)
  - ▲ Intersection Improvement (Mid and Long Term)
- 2030 Recommended Roadway Improvements**
  - Support Regional Efforts for Future Widening - 6 Lanes
  - Transit Enhanced Corridor to Support Regional Bus Rapid Transit (BRT)
  - Widening to 4 Through Lanes
  - Improve 4 Lane Road
  - Corridor Operational Improvements - Maintain 2 Through Lanes
  - Foster Increased Local Roadway Connectivity
- Johns Creek Road Network**
  - Major Road
  - Local Road
- Other Layers**
  - Other State Highway / U.S. Highway
  - Chattahoochee River
  - Parks
  - Johns Creek City Limits
  - Other City Limits

Note:  
Intersection improvements included within a roadway widening project are not individually identified.





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

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

### **PEDESTRIAN, BICYCLE AND MULTI-USE TRAIL IMPROVEMENTS**

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

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

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

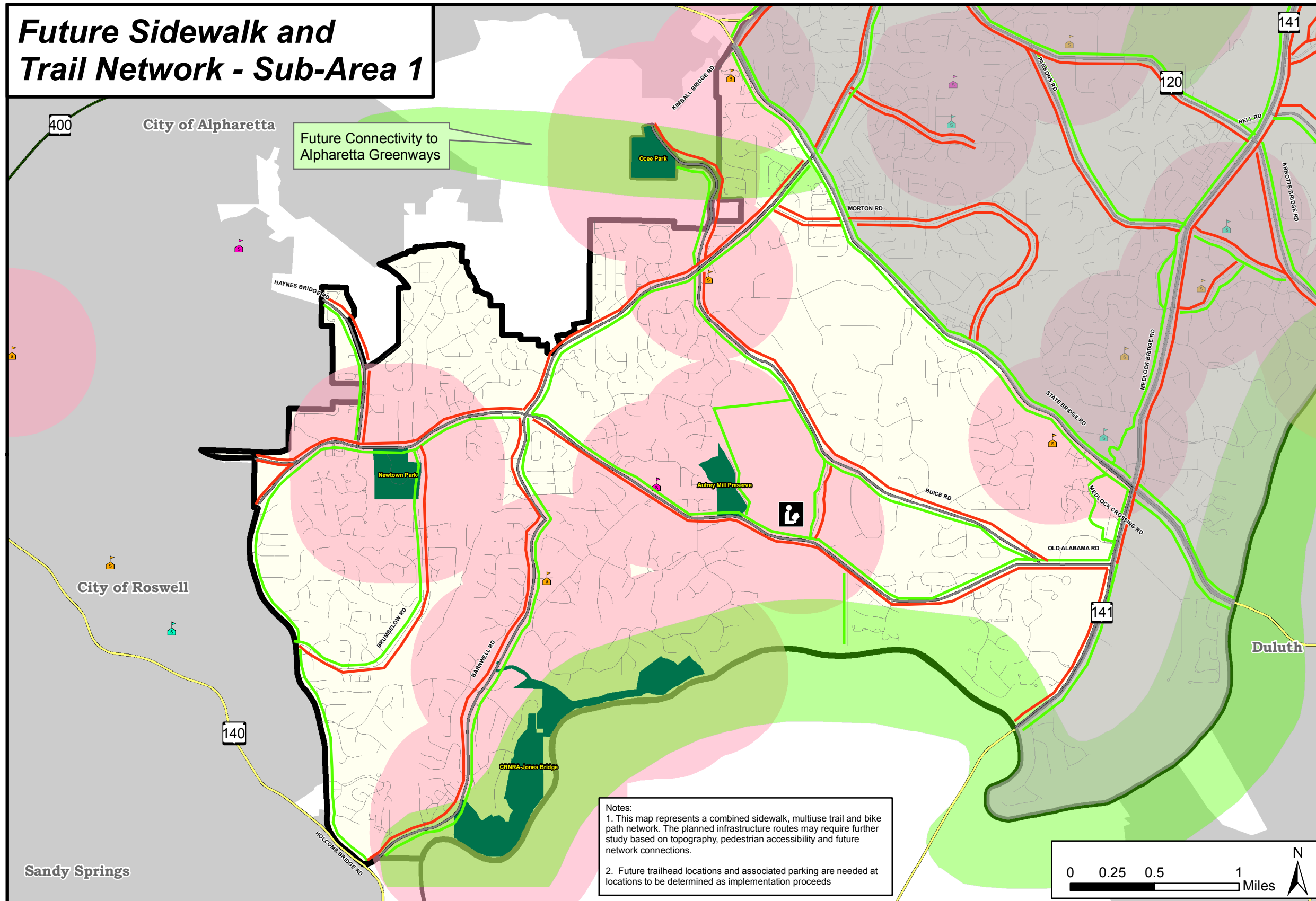
The community facilities used to define priority areas for sidewalk and/or trails include schools, libraries and parks. These facilities were selected because they typically generate pedestrian/bicycle traffic to and from residential areas, potentially reducing traffic on nearby roads. In addition, activity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

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

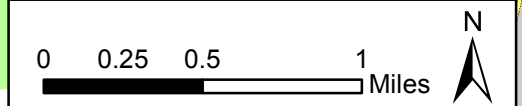
The increase in fuel prices has sparked interest throughout the US in alternatively fueled vehicles. One such vehicle, the golf cart, is locally prevalent and typically electrically powered. Although they can be operated in a fuel efficient manner, golf carts have different operating characteristics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

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

## Future Sidewalk and Trail Network - Sub-Area 1



**Notes:**  
 1. This map represents a combined sidewalk, multiuse trail and bike path network. The planned infrastructure routes may require further study based on topography, pedestrian accessibility and future network connections.  
 2. Future trailhead locations and associated parking are needed at locations to be determined as implementation proceeds



### Regional Inset

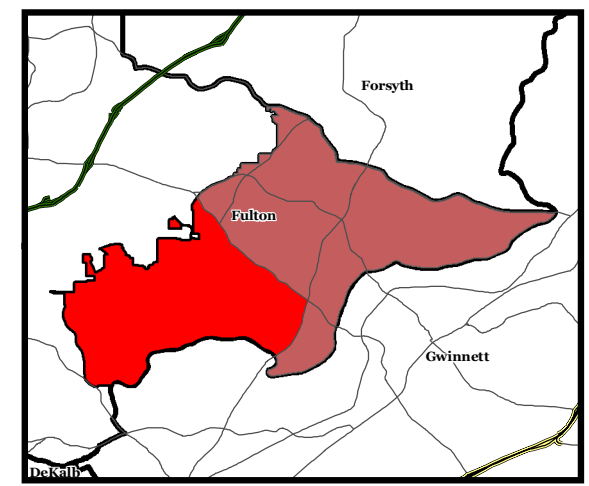


Figure 6A

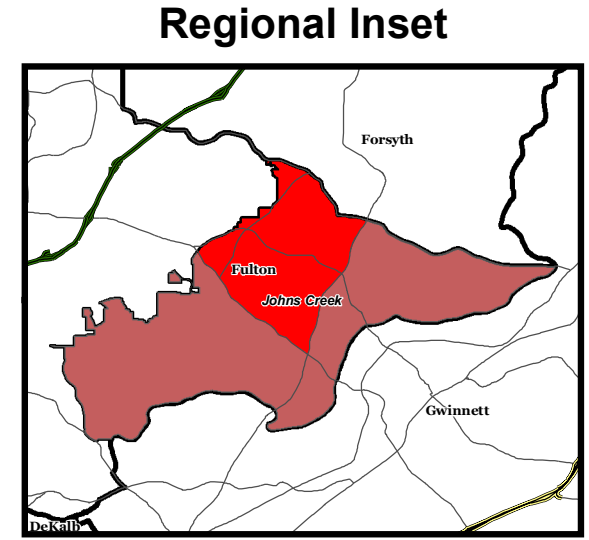
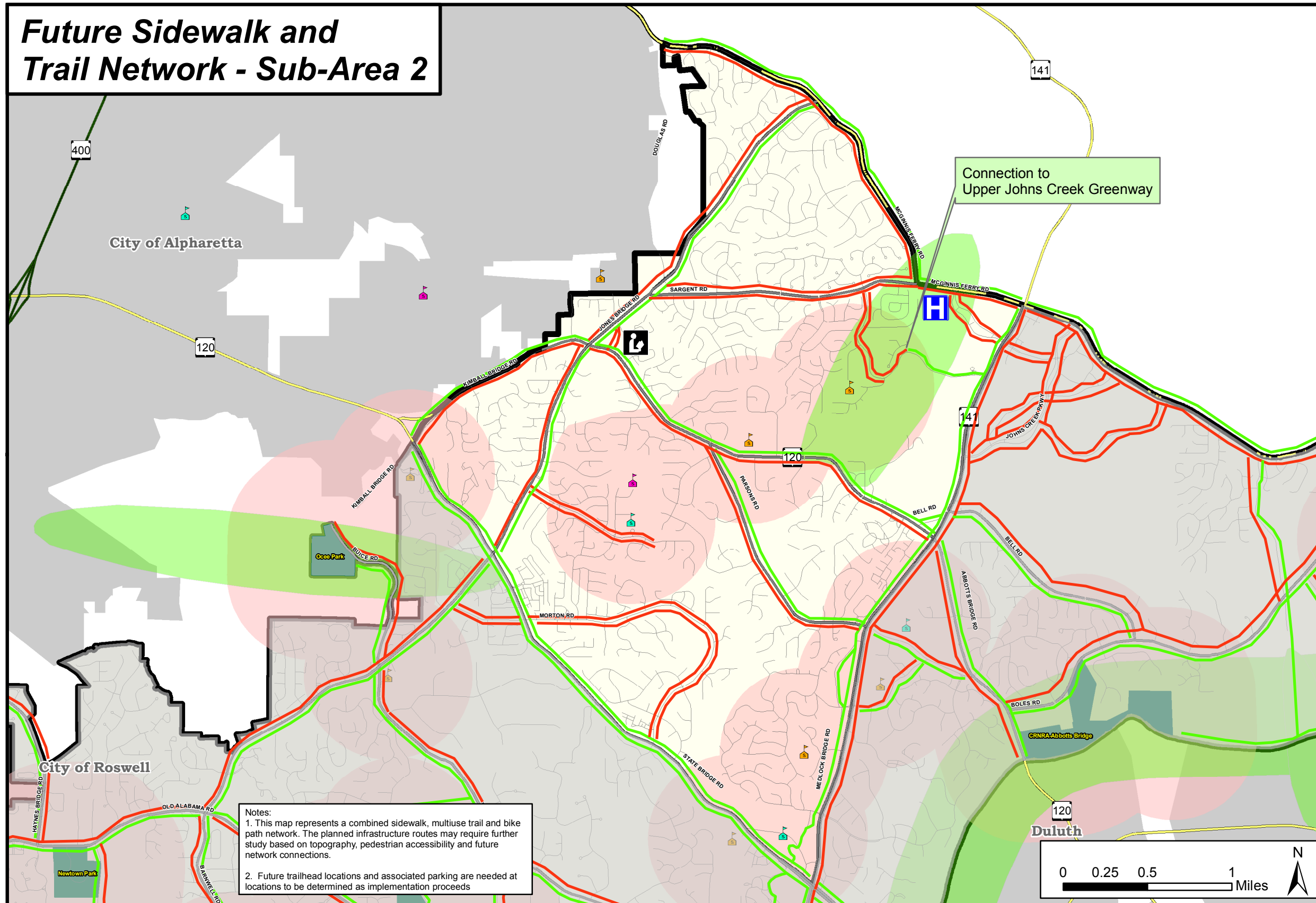
### Legend

- Pedestrian Trip Generators**
  - Elementary School
  - Middle School
  - High School
  - 1/2 Mile Buffer (Radius) Of Pedestrian Trip Generators
  - Green Plan Recommendations
- Sidewalk / Multiuse Trail**
  - Future Sidewalk
  - Future Multiuse Trail
- Road Layers**
  - Arterial/Collector
  - Local Road
- Other Layers**
  - Other State Highway / U.S. Highway
  - Parks
  - Johns Creek City Limits
  - Other City Limits
  - County Boundary
  - Public Library

Source: ARC, Fulton County, and Jacobs  
 This map is intended for planning purposes only.



## Future Sidewalk and Trail Network - Sub-Area 2



### Figure 6B Legend

**Pedestrian Trip Generators**

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

**Sidewalk / Multiuse Trail**

- Future Sidewalk
- Future Multiuse Trail

**Road Layers**

- Arterial/Collector
- Local Road

**Other Layers**

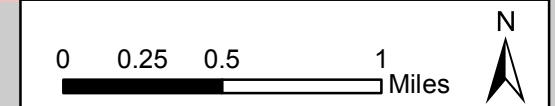
- Other State Highway / U.S. Highway
- Parks
- Johns Creek City Limits
- County Boundary
- Public Library
- Hospital

Notes:

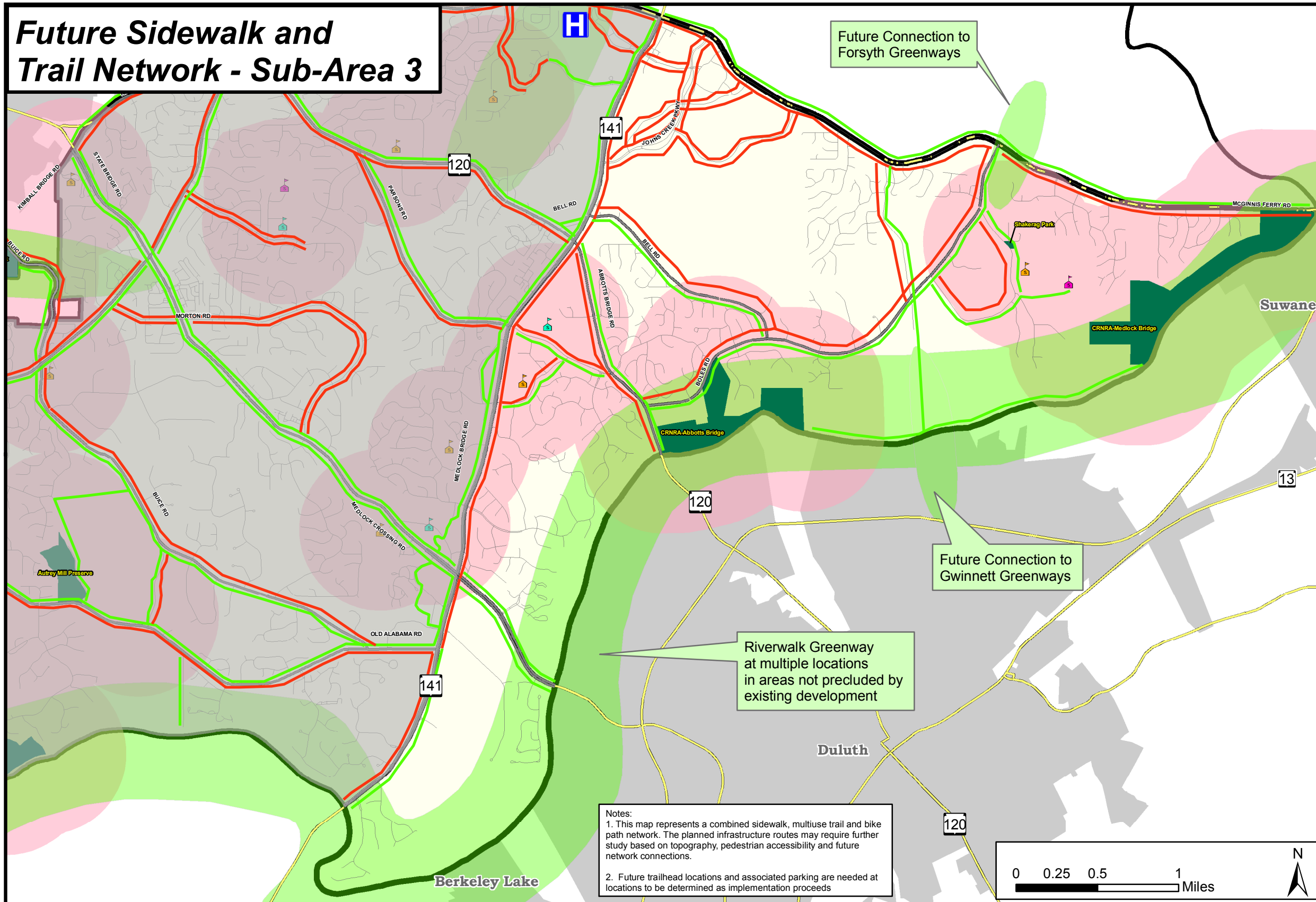
- This map represents a combined sidewalk, multiuse trail and bike path network. The planned infrastructure routes may require further study based on topography, pedestrian accessibility and future network connections.
- Future trailhead locations and associated parking are needed at locations to be determined as implementation proceeds

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.



## Future Sidewalk and Trail Network - Sub-Area 3



Notes:  
 1. This map represents a combined sidewalk, multiuse trail and bike path network. The planned infrastructure routes may require further study based on topography, pedestrian accessibility and future network connections.  
 2. Future trailhead locations and associated parking are needed at locations to be determined as implementation proceeds

### Regional Inset

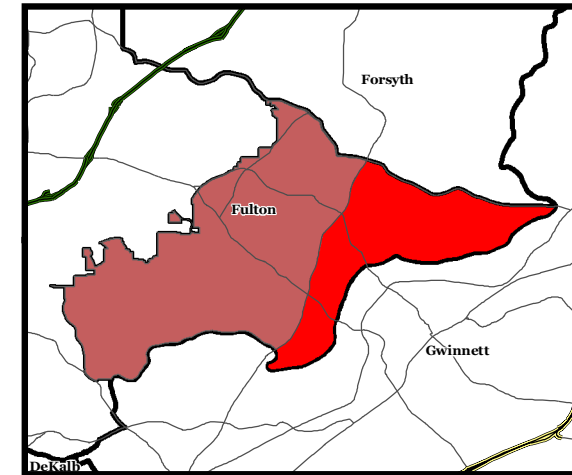


Figure 6C

### Legend

#### Pedestrian Trip Generators

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

#### Sidewalk / Multiuse Trail

- Future Sidewalk
- Future Multiuse Trail

#### Road Layers

- Arterial/Collector
- Local Road

#### Other Layers

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

Source: ARC, Fulton County, and Jacobs

This map is intended for planning purposes only.

### **TRANSIT IMPROVEMENTS**

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

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

### **PROGRAM RECOMMENDATIONS**

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

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



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

#### Signal Installation and Timing

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

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

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

#### Intersection Improvement

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

#### Intelligent Transportation Systems (ITS)

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



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

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

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

#### *Access Management*

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

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

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

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

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

#### Bridge Maintenance

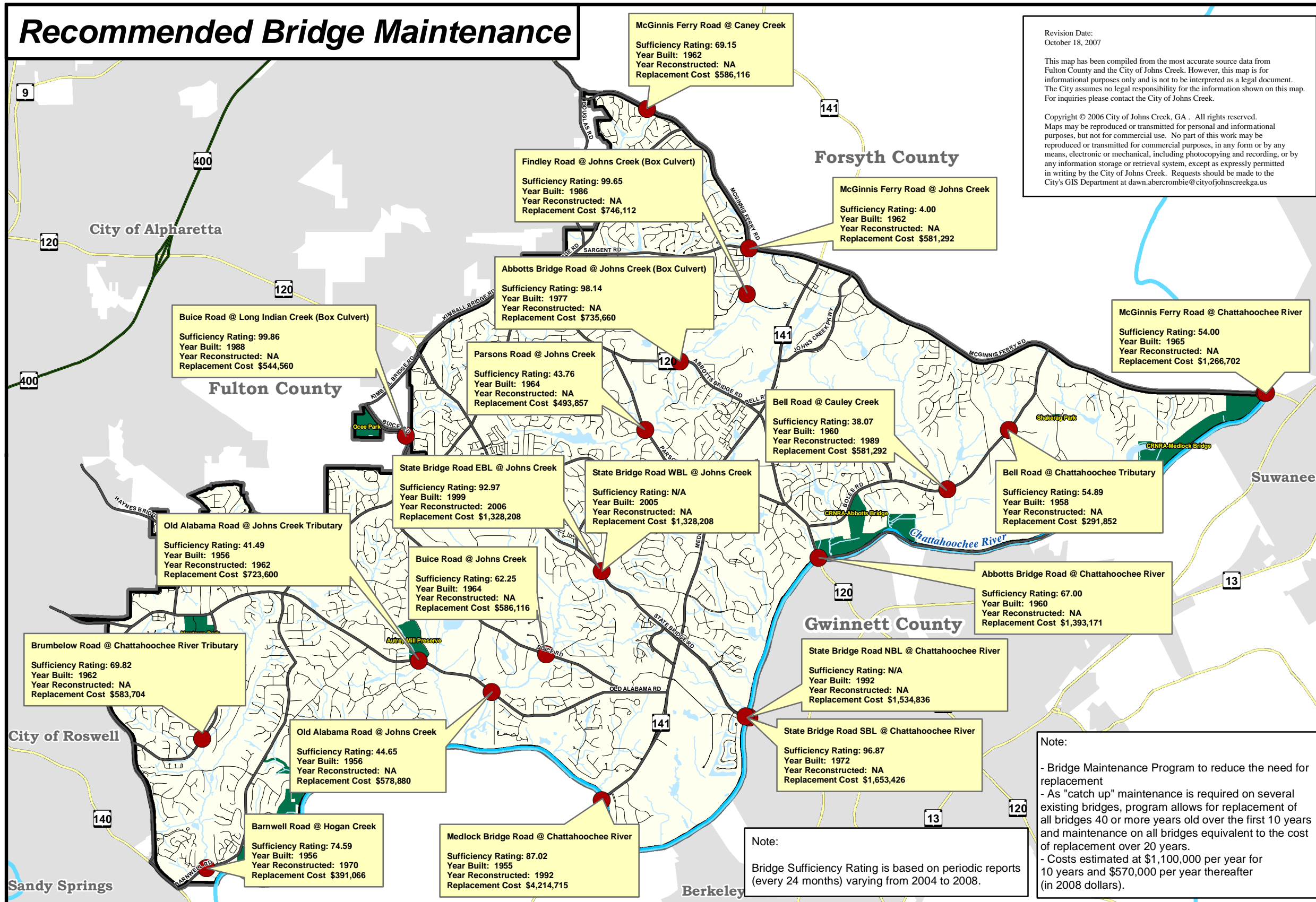
The City of Johns Creek contains 20 bridges within and along its borders, including 12 within the City limits, 3 on state routes, and 5 bridges along jurisdictional boundaries. **Figure T-7** identifies the 20 bridges within and along the boundaries of Johns Creek, along with the sufficiency rating,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

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

#### Safe Routes to School (SRTS)

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

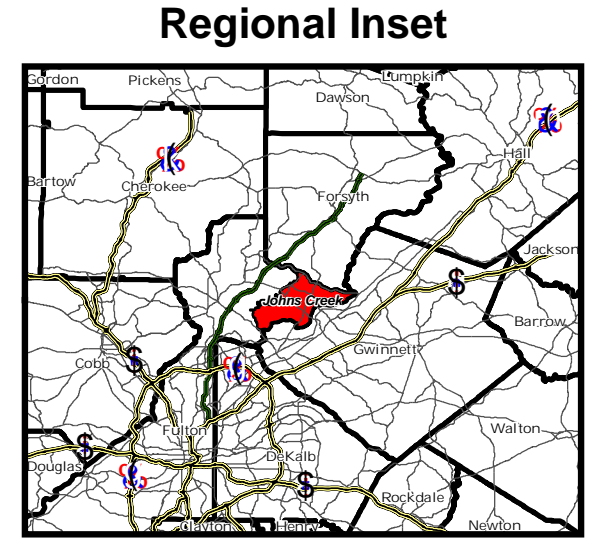
## Recommended Bridge Maintenance



Revision Date:  
October 18, 2007

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### Figure T-7

#### Legend

**Bridge Maintenance Evaluation**

- Bridge Location

**Johns Creek Road Network**

- Collector and Above Roadways
- Local Streets

**Other Layers**

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

**Note:**

- Bridge Maintenance Program to reduce the need for replacement
- As "catch up" maintenance is required on several existing bridges, program allows for replacement of all bridges 40 or more years old over the first 10 years and maintenance on all bridges equivalent to the cost of replacement over 20 years.
- Costs estimated at \$1,100,000 per year for 10 years and \$570,000 per year thereafter (in 2008 dollars).

0 0.2 0.4 0.8 1.2 1.6 Miles

Source: ARC, Fulton County and Jacobs

This map is intended for planning purposes only.



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

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

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

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

#### Transportation Demand Management (TDM)

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

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

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

#### Road Resurfacing

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

#### Neighborhood Traffic Management

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

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

## LEVEL OF SERVICE (LOS) STANDARD

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

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

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

## INNOVATIVE CONCEPTS

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

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

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

## IMPLEMENTATION PLAN

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

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

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

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



## PRIORITIZATION AND PHASING

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

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

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

## POTENTIAL FUNDING STRATEGIES

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

## SUPPLEMENT 1 – POTENTIAL FUNDING SOURCES

### FEDERAL FUNDS PROGRAMMED BY GDOT

#### National Highway System (NHS)

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

#### Surface Transportation Program (STP)

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

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

#### Safe Routes to School (SRTS)

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

#### Highway Bridge Replacement and Rehabilitation Program

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

### **FEDERAL FUNDS PROGRAMMED BY ARC**

#### Surface Transportation Program (STP Urban)

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

#### Livable Centers Initiative (LCI)

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

#### Congestion Mitigation and Air Quality (CMAQ) Improvement Program

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

### **FEDERAL TRANSIT ADMINISTRATION (FTA) FUNDING OPTIONS**

#### Urbanized Area Formula Program: FTA Section 5307

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

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

Clean Fuels Formula Grant Program: FTA Section 5308

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

New Starts Program: FTA Section 5309

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

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

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

Jobs Access and Reverse Commute: FTA Section 5316

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

New Freedom Program: FTA Section 5317

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

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

#### Growing States and High Density States: FTA Section 5340

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

### **STATE OF GEORGIA FUNDS**

#### Georgia Community Streetcar Development and Revitalization Act (SB 150)

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

#### Fast Forward Bond Program

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

### Motor Fuel Funds

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

### Recreational Trails Program

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

## **LOCAL FUNDING OPTIONS**

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

### General Fund

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

### Impact Fees

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

### Community Improvement District (CID)

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



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

#### Tax Allocation Districts (TAD)

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

#### Special Local Option Sales Tax (SPLOST)

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



## SUPPLEMENT 2 – LIST OF ACRONYMS

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



Appendix C  
Green Plan



## INTRODUCTION

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

## PUBLIC PARTICIPATION

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

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

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

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

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

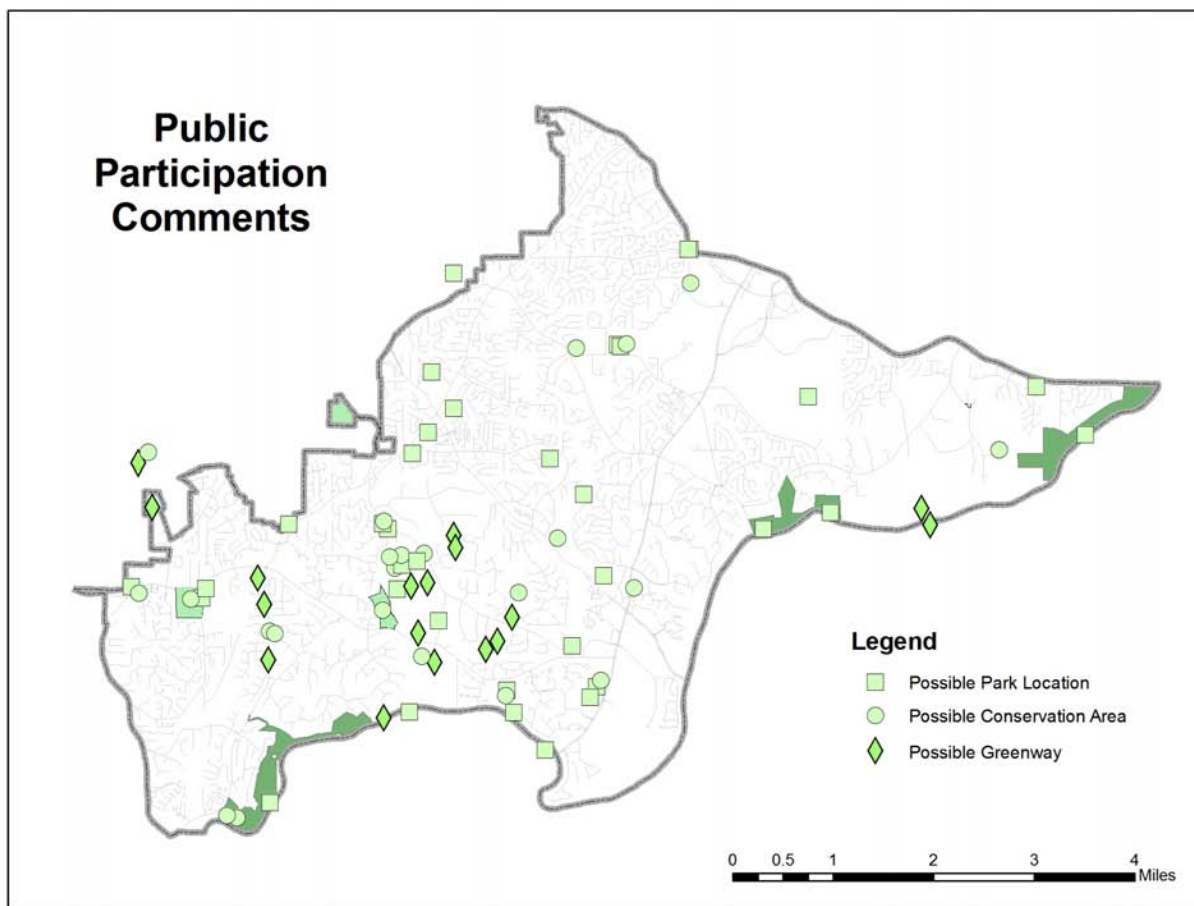


Figure 1: Public Participation Comments

## GREEN PLAN POLICY RECOMMENDATIONS

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

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

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

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



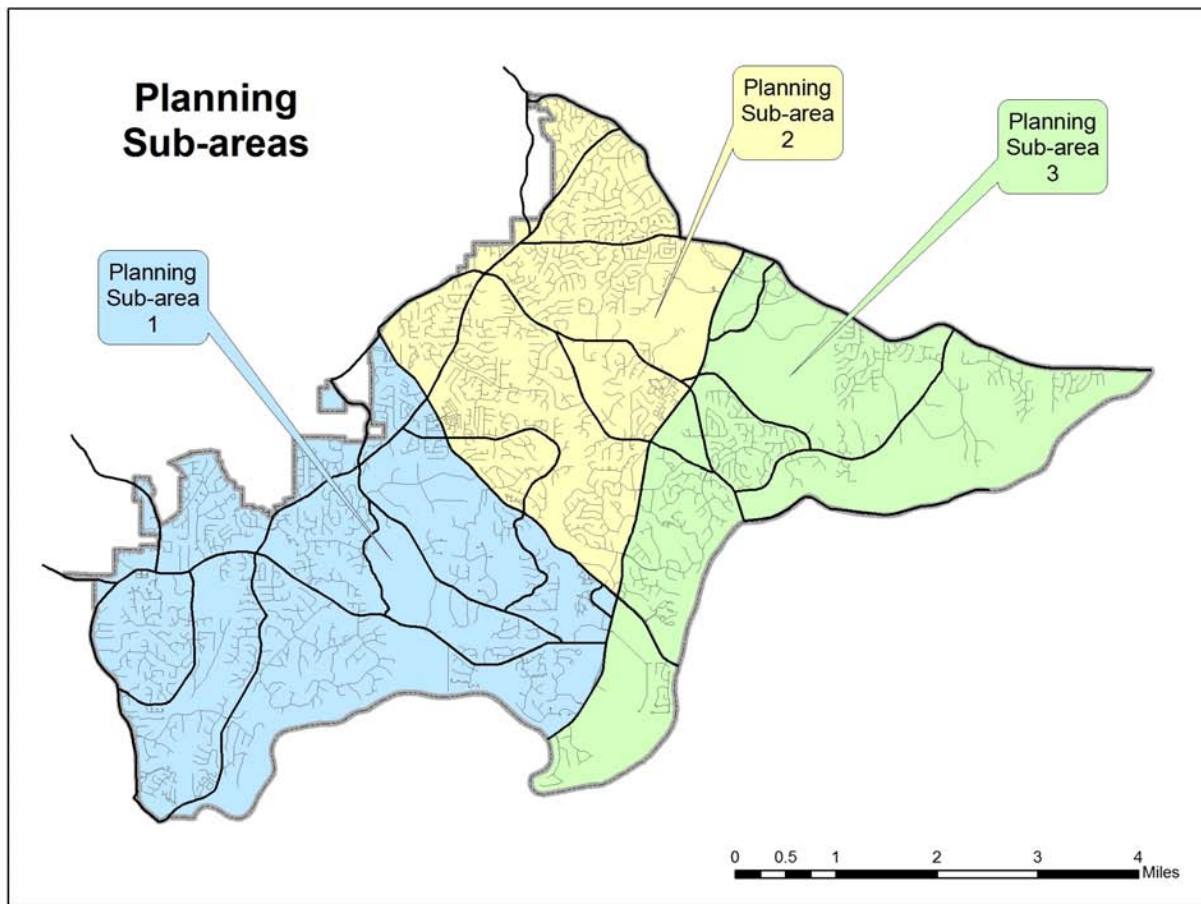


Figure 2: Planning Sub-areas

## PARK RECOMMENDATIONS

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

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

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

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

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

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

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



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

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

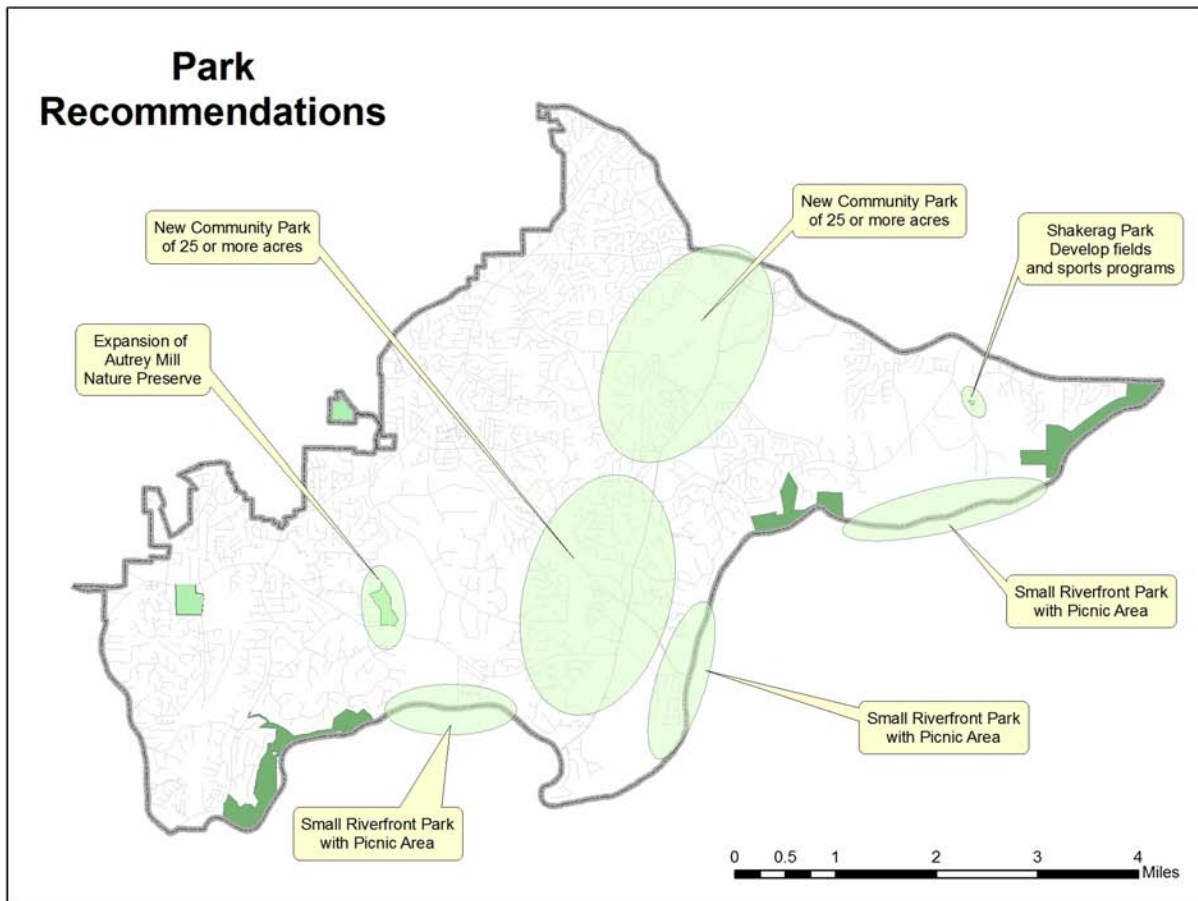


Figure 3: Park Recommendations

## RECREATION FACILITY RECOMMENDATIONS

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

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

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

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

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

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

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

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

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

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

## CONSERVATION RECOMMENDATIONS

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

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

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

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

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

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

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

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

### **14. Create a conservation subdivision ordinance.**

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

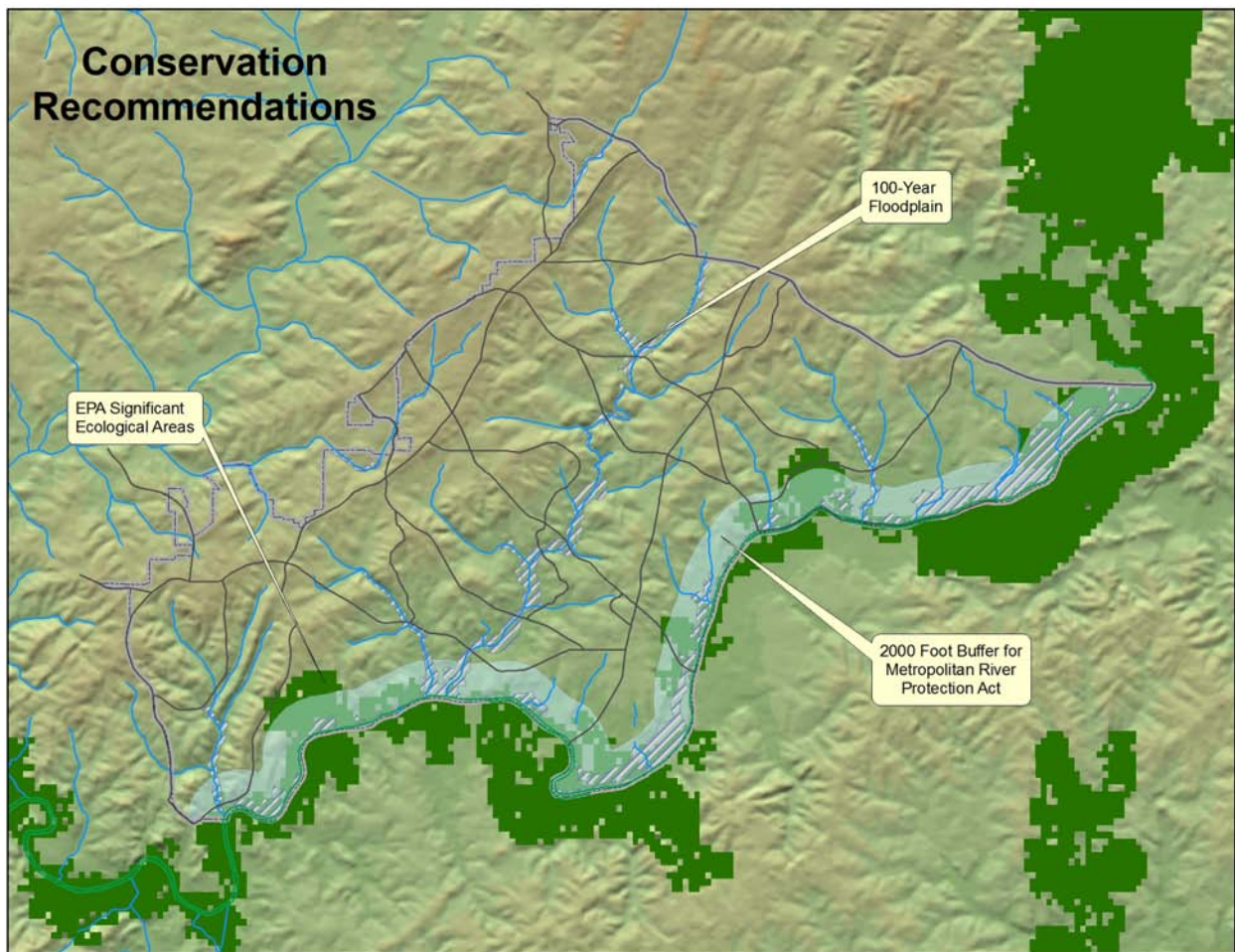


Figure 4: Conservation Recommendations

## GREENWAY RECOMMENDATIONS

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

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

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

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

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

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

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

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

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

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

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

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



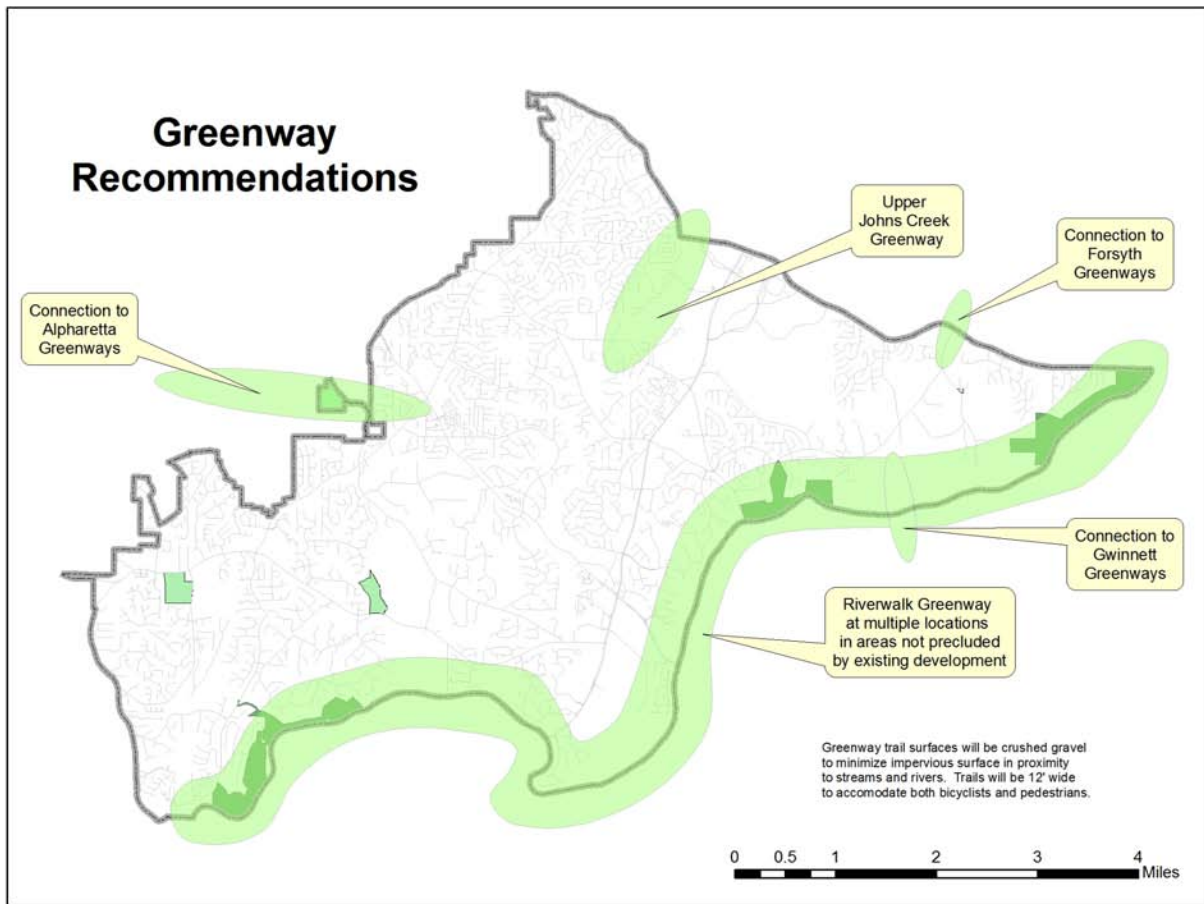


Figure 5: Greenway Recommendations

## IMPLEMENTATION

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

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

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

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

Table 1: Estimated costs for major capital expenditures

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

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