



JOHNS CREEK COMPREHENSIVE PLAN 2018-2028

RESOLUTION TO ADOPT THE CITY OF JOHNS CREEK COMPREHENSIVE PLAN 2030

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 adopted its first Comprehensive Plan on November 10, 2008 that met the requirements of State law, and obtained and has maintained Georgia Qualified Local Government status; and

WHEREAS, the City is required by State law to update its Comprehensive Plan at least every ten years by engaging its citizens in discussion on the future growth of the City; and

WHEREAS, the Atlanta Regional Commission (ARC) and the State of Georgia have completed their review of the City of Johns Creek's 2018 Comprehensive Plan Update (Plan) as documented in a letter from the ARC dated September 26, 2018 certifying that the Plan was prepared in accordance with the Standards and Procedures for Local Comprehensive Planning effective March 1, 2014 and established by the Georgia Planning Act of 1989 in order to maintain the status of a Qualified Local Government; and

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 and as such it shall be effective upon its adoption.

SO RESOLVED, this 8th day of October, 2018.



Approve Michael E. Bodker, Mayor

Attest:

R2018-10-28 Resolution Approving 2018 Comprehensive Plan

EXECUTIVE SUMMARY

The Johns Creek Comprehensive Plan 2018 (the Plan) is a policy document for the City's growth. The Plan includes both citywide information (Chapters 1 and 2) as well as a chapter for each of the eight Community Areas so that residents, visitors, businesses, and developers can better understand each area's vision. The Community Area chapters are: 3-Autrey Mill, 4-Johns Creek North, 5-Medlock, 6-Newtown, 7-Ocee, 8-River Estates, 9-Shakerag, and 10-Tech Park. Chapter 11 provides a list of projects to undertake in order to implement the Plan.

Vision and Goals

The Plan begins by setting an overall vision to guide the City:

"Johns Creek is an exceptional city that seeks to enhance its residential quality of life by supporting its diversity, arts, businesses and schools."

To implement the vision, eight goals are established:

- 1. Protect and preserve the City's premier residential communities and enhance our overall quality of life;
- 2. Provide superior recreational and cultural activities throughout the City;
- 3. Expand the City's economic base;
- 4. Create an identity for the City;
- 5. Protect the City's natural environment and historic resources;
- 6. Create a citywide multi-modal transportation network;
- 7. Ensure the City has the appropriate tools to implement the goals of the Comprehensive Plan; and
- 8. Improve intergovernmental relations.

Together, the Plan's vision and goals will help guide the policies and decisions of the Mayor and Council over the next ten years.

Land Use

The Plan creates a parcel-specific Future Land Use Map that specifies the City's vision for each property over the next ten years. While each property retains its underlying zoning, the Future Land Use Map forms the basis for the City's position related to any future rezoning or development requests. Besides residential density reduction, 93.6% of the City's land uses are anticipated to remain the same over the next ten years.

Housing

Compared to the current Comprehensive Plan adopted in 2008, the recommended densities for new residential development are reduced significantly. New density limitations have been added for small undeveloped lots and infill parcels specifying that new development must match the surrounding neighborhood density and is limited to single-family, detached homes. Additionally, the following reductions in residential density are established for three Community Areas within the Plan:

- Johns Creek North: three units/acre (reduced from four units/ acre);
- Medlock: two units/acre (reduced from three units/acre); and
- Shakerag: one unit/acre (reduced from three units/acre).

Existing residential density limits in other Community Areas remain intact in the Plan:

- Autrey Mill: one unit/acre;
- Newtown: three units/acre;
- Ocee: three units/acre; and
- River Estates: one unit/acre.

Commercial Development

To further change the City's commercial growth patterns and encourage the creation of community villages and a Town Center through private investment, the Plan recommends limiting development to specific existing commercial locations. Key locations that are targeted for redevelopment include:

- Johns Creek North: shopping centers along Jones Bridge Road at the intersections of Sargent and Douglas Roads;
- **Medlock**: shopping centers at the intersection of State Bridge and Medlock Bridge Roads;
- Newtown: shopping centers at the intersection of Old Alabama and Haynes Bridge Roads;
- **Newtown**: shopping centers at the intersection of Old Alabama and Jones Bridge Roads;
- Newtown: shopping center at the intersection of Holcomb
 Bridge and Barnwell Roads;
- **Ocee**: shopping center at the intersection of State Bridge and Jones Bridge Roads;
- Ocee: shopping center at the intersection of State Bridge and
 Kimball Bridge Roads; and
- Tech Park: office area east of Medlock Bridge Road and west
 of Johns Creek Parkway.

Implementation Projects

To guide and direct the City's capital investments over the next ten years, proposed projects for road improvements, trails, and parks are prioritized. Examples of prioritized projects include building out the new park lands (purchased in 2016 and 2017) with Park Bond funds, providing improvements to existing parks, developing sidewalks and trails in each Community Area to connect residents to schools and shopping centers, and improving the capacity of certain roadways and studying the feasibilities of roundabouts and left-turn lanes to improve traffic flow and increase safety entering and exiting neighborhoods.

In addition to the proposed capital projects, the Plan prioritizes the creation of tools for implementation, such as a historic preservation ordinance and a Unified Development Code, which will combine the City's zoning, tree, and sign ordinances with the City's stormwater management and land development regulations. The Plan also prioritizes areas for further study, and recommends the creation of five local master plans/area plans to add architectural standards and greater specificity to the Plan's established allowable heights, densities, uses, and visual examples of desired development. Areas prioritized for further study include:

- Johns Creek North: Jones Bridge Road at Sargent and Douglas Roads, to create a community village;
- **Medlock**: State Bridge Road at Medlock Bridge Road, to create a retail-only community village;
- Newtown: Old Alabama Road at Haynes Bridge Road, to create a community village.
- Ocee: State Bridge Road at Kimball Bridge Road and at Jones Bridge Road, to create community villages; and
- Tech Park: approximately 80 acres in the middle of Tech Park, to create a Town Center.

Overall

The 2018 Comprehensive Plan's focus is to preserve and protect Johns Creek's residential neighborhoods and quality of life by managing development. The reductions in residential density and the targeting of specific locations for commercial redevelopment will change the City's growth patterns, and the implementation of the proposed capital projects will enhance the City's livability in the future.

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INTRODUCTION

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INTRODUCTION

What is comprehensive planning?

A comprehensive plan is a tool for planning and creating a vibrant and healthy community. It provides a vision, created by its citizens, that describes their City's future. It protects private property rights, but also encourages and supports economic development. The comprehensive plan should be used to promote orderly and managed development so the City may remain physically attractive and economically viable. It is often used as a guide to achieve the development pattern the community desires, and it may also be used to create a sense of place, improve transportation options, permit mixed uses in designated areas, and protect natural and historic resources while accommodating growth. A local comprehensive plan is a fact-based resource not only for its constituents, but also for businesses, investors, and the general public. A well-planned community is a sustainable community, one that will continue to be attractive to individuals, families, and businesses for decades to come.

State Requirement

The City of Johns Creek adopted its first Comprehensive Plan on November 10, 2008, approximately 22 months after the City was incorporated in December 2006. Comprehensive plans are required by the State of Georgia under the Official Code of Georgia 50-8-7.1 and are administered by the State's Department of Community Affairs. The Atlanta Regional Commission, which oversees regional planning within the ten counties surrounding Atlanta, is also responsible for reviewing local comprehensive plans.

Under the State's requirements, comprehensive plans are required to be updated a minimum of every ten years to ensure that they are kept current. Every Comprehensive Plan must contain certain key elements:

- Community Goals
- Needs and Opportunities
- Land Use
- Transportation
- Housing
- Community Work Program

Plans must also be created through the involvement of the municipality's citizens and conducted through open public engagement, hands-on workshops, and public hearings to ensure that, to the greatest extent possible, everyone who wanted to participate in the planning process had an opportunity to do so.

INTRODUCTION

Our Path Forward

Johns Creek Comprehensive Plan 2018 has taken a departure from the standard format of most plans in that it not only incorporates data at the citywide level on demographics, housing, transportation, land use, and historic resources, but also contains data for each of the City's eight Community Areas. In addition, the citywide vision is taken to the next level by creating eight Community Area visions. The 2018 Comprehensive Plan is structured so that an individual may only read their "Community Area Plan" to understand what is going on "in their own backyard," if they so desire.

The eight Community Areas identified for Johns Creek are:

- Autrey Mill
- Johns Creek North
- Medlock
- Newtown
- Ocee
- River Estates
- Shakerag
- Tech Park

It is the hope of the City staff, and of the many citizens that served on the Citizens Advisory Committee (CAC), that the residents of Johns Creek will connect with their community's culture, creativity, and commerce, and form their own Community Area Planning Committees that could be actively involved in discussing community issues and work together to improve their community's quality of life.

How to Use this Planning Document

The Johns Creek Comprehensive Plan 2018 has been developed so that you may simply read the chapter for your Community Area. If you don't know which Community Area you live in, you can refer to the list of Subdivisions by Community Area on Pages 220-223.

We hope that you will also take the time to read Chapter 1, which describes the City's current demographic, housing, economic, transportation, parks and recreation, natural resources, and historic profile, as well as Chapter 2, which provides an overall vision for the City's growth and prosperity for the next ten years.



1.0

CITY PROFILE

HISTORY

The City of Johns Creek consists of 31.3 square miles of land (approximately 20,093 acres). The City is bound to the south and east by the Chattahoochee River and to the north by McGinnis Ferry Road and Forsyth County. The City of Roswell forms as the western border of the City, as does the City of Alpharetta to the northwest. The City of Johns Creek is located within Fulton County, Georgia.

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

Johns Creek officially became a city on December 1, 2006, following a movement to incorporate the City.









Chattahoochee River

DEMOGRAPHIC PROFILE









Population

The estimated 2017 population for Johns Creek is 84,904 people in 29,093 households. The City's population accounts for approximately 21.9% of northern Fulton County and 1.5% of the Atlanta Region.

Johns Creek's population saw an annual growth of 2.4% from 2000 to 2010; however, the rate of growth has slowed to 1.5% since 2010. Environmental Systems Research Institute (ESRI) data predict an even slower growth going forward, mostly due to the City being nearly built-out. Surrounding areas in North Fulton, Gwinnett County, and Forsyth County will experience a more robust share of the Atlanta Region's growth over the next 25 years.

Age

The median age of Johns Creek residents is 39.4 years, compared to 38.1 years in northern Fulton County and 35.9 years in the Atlanta Region overall. Baby Boomers and Millennials collectively make up 41% of the City's population.

The percentage of Baby Boomers in the City (18%) is similar to its neighbors in North Fulton (20%) and the overall Atlanta Region (19%). Their population is expected to drop by 8.2% in the next five years. The drop is consistent with the national trend that Baby Boomers are downsizing and moving into more urban areas after their kids move away or graduate from college.

The percentage of Millennials in the City (23%) is lower than its neighbors in North Fulton (25%) and the overall Atlanta Region (28%). From 2010 to 2017, the Millennial population dropped from 19,682 to 19,417, but is expected to grow in the next five years.

Race and Ethnicity

While the City is predominantly Caucasian (57%), it has more than doubled its non-Caucasian population in the last two decades. 29% of the population is Asian, 8% is African American, 5% is Hispanic, and the remaining 1% are American Indian, Pacific Islander, some other race, or of two or more races.

DEMOGRAPHIC PROFILE

The City has a larger Asian population than most neighboring jurisdictions. The percentage of Asians in Johns Creek (29%) is over twice that of North Fulton (14%), and over 4.5 times greater than that of the Atlanta Region (6%). Most of the Asians in Johns Creek are of Asian Indian, Chinese, or Korean descent.

Asians are also the fastest growing group in the City, and their population increased by 39% from 2010 to 2017. Over the next five years, the Asian population is expected to grow by 26%. This expected trend is similar for neighboring jurisdictions: Milton (26%), Sandy Springs (34%), Alpharetta (31%), and Roswell (29%).

The City of Johns Creek experienced the slowest annual growth (0.3%) in Caucasian population from 2010 to 2017 compared to neighboring jurisdictions. Over the next five years, the Caucasian population is expected to decrease 0.1% annually while neighboring jurisdictions are expected to increase their Caucasian population.

It is estimated that 24% of Johns Creek residents are foreign-born, compared to 13% in the Atlanta Region overall.

Household Characteristics

There are 29,093 households in the City of Johns Creek. Nearly 50% of all households are families with children under the age of 18, compared to 33% in the Atlanta Region with children under 18.

Education

75% of residents over age 25 have at least a high school diploma or equivalent, 67.2% hold a bachelor's degree, and 27.6% have a graduate or professional degree.

Income

The median household income of Johns Creek is estimated to be \$113,383 in 2017, which is nearly double the median household income of the Atlanta Region (\$60,134). The median household income in Johns Creek represents a 6% increase since 2010 (\$106,950). High income and educational attainment levels indicate Johns Creek residents have strong buying power and enjoy a high standard of living, similar to neighboring jurisdictions.





HOUSING PROFILE





Map 3: Distribution of Renter-occupied Single-family Housing

Johns Creek's housing market is characterized predominantly by singlefamily detached homes.

85% of homes are owner-occupied, compared to 65% in the Atlanta Region. 11% of homes are renter-occupied, and the western and central sections of the City in townhome subdivisions have the highest rate of renter-occupied housing.

Vacancy rates are very low (3%), indicating a healthy residential real estate market. Homes in Johns Creek are valued at over double the median home in the Atlanta Region: \$368,725 versus \$167,400. However, the median home value in the City is significantly lower than some of the nearby jurisdictions, especially Milton (\$473,007) and Sandy Springs (\$480,833).

Most of Johns Creek's housing was built during the regional population boom of the 1990s. 75% of houses were built between 1980 and 2000, and only 3.5% of houses were built before 1980. While the City's housing stock is still fairly new, home buyers are being drawn away from Johns Creek because of completely new housing developed in southern Forsyth County, and in the Cities of Alpharetta and Milton.

HOUSING PROFILE

Out of approximately 29,000 housing units in the City, the total number of built or permitted Senior Housing (age 62+) is 626 units, and the total number of built or permitted Active Adult (age 55+) is 356 units.

Approximately 18% of the City's population is currently part of the Baby Boomer generation, which is anticipated to decline by approximately 8% over the next five years, partly because they are moving out of their family-style housing and "downsizing" to homes with fewer bedrooms but similar quality-of-life features.

Johns Creek currently has limited housing choices available to the Baby Boomer generation to provide them an opportunity to stay within the community. If only 20% of the City's current Baby Boomer population wanted to stay and "downsize" within the City, approximately 3,000 more housing units (Active Adult and Senior) will need to be developed over the next decade.













Alcon Laboratories



Emory Johns Creek Hospital



Employment

Johns Creek boasts an estimated 23,826 jobs. Of these jobs, the largest sectors represented are finance and insurance (15%), retail (13%), and professional and scientific services (12%). The top 5 employers in the city are: State Farm (1,200 jobs); Alcon Laboratories (1,108 jobs); Emory Johns Creek Hospital (800 jobs); Macy's Systems and Technology (765 jobs); and Kroger Co. (561 jobs).

Johns Creek is not a significant employment center in the Region. The City has less than 10% of the share of total jobs in northern Fulton County.

Most of those jobs are located in Technology Park, along SR 141/Medlock Bridge Road, and are clustered near commercial centers at major intersections. Over the next ten years, it is anticipated that some businesses located in the City will be leaving for other areas of the Atlanta Region that offer transit, Class A office space, and other desirable amenities. Jobs currently located in the City do not typically attract a younger and/or highly-skilled workforce.

Johns Creek has 35,443 working residents, and they work primarily in professional and scientific services (24%), education and healthcare (15%), and finance and insurance (10%).

Commuting Pattern

Most working residents (93%) leave Johns Creek to go to work. Only 2,512 people both live and work in the City. It is estimated that 21,000 people commute to Johns Creek for work, while 33,000 people leave the City. This means that traffic heading out of the City is worse during morning peak hours, and traffic returning is worse during the afternoon peak hours.

Most Johns Creek residents work in close proximity to GA 400, primarily within Atlanta, specifically northern Atlanta (14%), Alpharetta (12%), Sandy Springs (8%), and Roswell (5%). Comparatively, commuters to the City come mostly from the same four cities. Other commuters representing smaller percentages come from other surrounding cities such as Duluth, Peachtree Corners, Milton, and Dunwoody.

Commercial Real Estate

Office Market

Johns Creek represents about 3% of the North Fulton office market, which in turn represents approximately 13% of the total Atlanta market. This means that Johns Creek's office market is extremely weak compared to not only its neighbors in the submarket, but the entire Atlanta market.

The City has slightly over 3 million square feet of office space with almost 377,000 square feet of vacant space. Most of the vacancies are located in Technology Park. Rental rates at Technology Park are among the lowest in the market at \$17.92 per square foot.

Without catalytic development, over the next ten years, the City's office market is expected to grow weaker with businesses continuing to leave for other areas of the Region.

Table 1: Office Market in Johns Creek

	Technology Park	Remainder of City	Total
Inventory	2,618,879	473,750	3,092,629
Number of Buildings	27	14	41
Vacancy Stock	315,698	60,825	376,523
Vacancy Rate	12.10%	12.80%	12.17%
Average Rental Rate	\$17.92	\$20.56	N/A

Sources: CoStar; Strategic Planning Group, Inc.





Technology Park Signage



Previous Location of City Hall





Retail Market

Johns Creek falls within the North Fulton/ West Gwinnett counties retail submarket, and lies within the primary and/or secondary markets of seven major regional retail centers: Avalon, Gwinnett Place Mall, Mall of Georgia, North Point Mall, Perimeter Mall, the Forum, and the Collection at Forsyth. Based on CoStar data, Johns Creek has over 650,000 square feet of retail space spread out among 29 buildings, and a vacancy rate of 12.3%.

Shopping centers within the City are currently experiencing a vacancy rate of 18%, with the highest vacancy rates (between 21-80%) located in the western half of the City. Retail vacancy is highest in shopping centers along Jones Bridge Road. The average lease for retail in Johns Creek is \$14.85 per square foot.

Currently, the City has no Town Center.

Industrial Market

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

Map 4: Retail Center Vacancy Rates

Economic Development Issues

As illustrated in Map 5, the City is largely built-out and there are few vacant parcels available for commercial development. There are few options other than redevelopment of existing space. Technology Park contains the majority of office and industrial space, but it is over 35 years old, and its design as a 1980s suburban business campus is outdated. Without structural changes, over time, the existing Class A offices will become Class B, and the Class B will become Class C, resulting in a reduction in property values. Renovations and improvements are needed for aging shopping centers.

Another challenge the City faces is that commercial properties are dependent on the quality of the street conditions, as well as shared connections to other parcels. The existing retail centers within the City could gain significant fiscal potency through retrofits of larger tracts. This will require alternative thinking in municipal investment, with efforts toward leveraged private investment to cultivate a cluster of mixed uses with a connected pedestrian network.



Map 5: Undeveloped Land



2-lane Road

Vehicular Conditions

The vast majority of City residents own vehicles and use them as their primary mode of transportation. The existing roadway network serves the residents, businesses, and commuters traveling through the City. A key aspect of the roadway network is the number of travel lanes along the major streets. Map 6 illustrates the number of existing travel lanes for each major road.

The estimated number of vehicles traveling along the major streets is illustrated on the next page, based on the Atlanta Regional Commission's regional travel demand model, not precise traffic counts. The model includes certain characteristics of the transportation system, including the number of lanes on major roadway segments and posted speed, as both directly affect the capacity of each segment to process and accommodate traffic demand. Using existing land use data, the travel demand model is then able to estimate how traffic is utilizing the transportation system and predict traffic congestion.

4-lane Road

6-lane Road

11 1

The corridors with the highest daily traffic volumes are SR 141/Medlock Bridge Road and State Bridge Road. Some roadway segments experience a poor Level of Service while many secondary streets experience better travel times and less congestion. Medlock Bridge Road, State Bridge Road, Kimball Bridge Road, Abbotts Bridge Road, Old Alabama Road, and McGinnis Ferry Road are currently over capacity, but only during peak commute periods. This is confirmed by reviewing recent travel demand model results for vehicular congestion during peak periods.

Traffic safety is an indicator of how the existing transportation system is functioning. The crash data (from 2013 to 2015) provided by the Johns Creek Police Department was used to develop Map 8 indicating the location of crashes. As expected, the higher-volume roadways and intersections experienced the majority of accidents.





Map 10: Existing Transit Route

Transit Conditions

Johns Creek is located within the Metropolitan Atlanta Rapid Transit Authority (MARTA) service boundary; however, there is no MARTA-operated transit service located within the City limits. To access the MARTA system, residents must travel to Doraville, five miles south of the City, most likely by personal vehicle.

The Georgia Regional Transit Authority (GRTA) Xpress Service operates buses to provide commuter routes with limited stops to major employment centers around the Atlanta Region. Johns Creek is served by commuter bus route #408 connecting Johns Creek Technology Park/Emory Hospital to the MARTA Doraville Transit Station via SR 141/Medlock Bridge Road. Service is limited to weekdays and during morning and afternoon peak periods. In the morning, there are two buses inbound (south) and four buses outbound (north). In the afternoon, there are our buses inbound (south) and two buses outbound (north).

Pedestrian and Bicycle Conditions

Public sidewalks maintained by the City are designated for pedestrian use and are typically five feet in width; however, the width varies. Multi-use trails are designated for pedestrian and bicycle use, and are typically a minimum of eight feet wide.

Map 11 illustrates the network of pedestrian travel throughout the City. There are many gaps along major streets and most residential neighborhoods are without sidewalks.

The City constructed the Johns Creek Greenway multi-use trail, which provides a 3.6-mile walkway along the west side of SR 141/Medlock Bridge Road from Findley Road to Old Alabama Road. Another significant project is along State Bridge Road, where the City constructed multi-use trails along both sides of the street for 3.2 miles, extending from Kimball Bridge Road to SR 141/Medlock Bridge Road. SR 120/ Abbotts Bridge Road and Kimball Bridge Road are currently being widened from 2 lanes to 4 lanes, and will also have trails along both sides when complete in 2019.



Map 11: Existing Pedestrian and Bicycle Paths

PARKS AND RECREATION PROFILE



Table 2: City Park Inventory

City Park	Acreage	Development Status
Autrey Mill Nature Preserve and Heritage Center	44.92	Developed
Newtown Park	52.6	Developed
Ocee Park	35.93	Developed
Shakerag Park	66.8	Developed
Bell-Boles Park	2.33	Undeveloped
Cauley Creek Park	192.6	Undeveloped
Morton Road Park	4.23	Undeveloped
State Bridge Road Park	4.81	Undeveloped
Tech Park Linear Park	19.47	Undeveloped
Total	423.69 acres	

City Parks

The City of Johns Creek currently owns, operates, and maintains four parks: Autrey Mill Nature Preserve and Heritage Center, Newtown Park, Ocee Park, and Shakerag Park, totaling 200 acres. In addition, the City owns five undeveloped properties planned for future park use: Bell-Boles Park, Cauley Creek Park, Morton Road Park, State Bridge Road Park, and a linear park in Tech Park.

National Park Service

The National Park Service (NPS) owns three units of the Chattahoochee River National Recreation Area (CRNRA) within the City. The CRNRA-Jones Bridge offers a wide range of passive recreational opportunities while the CRNRA-Abbotts Bridge and CRNRA-McGinnis Ferry are currently undeveloped. NPS has recently purchased an additional 42.69 acres adjacent to the future Cauley Creek Park and the land is also undeveloped.

Golf Courses

There are six golf courses in Johns Creek: Atlanta Athletic Club, Country Club of the South, Rivermont Golf and Country Club, River Pines, St. Ives, and Standard Club.

PARKS AND RECREATION PROFILE

Level of Service Analysis

The most common method of evaluating the park system level of service (LOS) is to compare against standards established by the National Recreation and Parks Association (NRPA).

The number of park land acres per thousand people has been the most commonly used standard. According to the 2017 NRPA Agency Performance Review, the typical park and recreation agency has 9.6 acres of park land for every 1,000 residents. The City of Johns Creek currently owns 423.69 acres of park land (developed and undeveloped), 4.99 acres for every 1,000 residents.

Currently, there are significant geographical gaps in park service in the City. Using NRPA guidelines for park service radius, the planning team determined that 66.1% of Johns Creek residents are not served by public parks. Even with the anticipation of new parks in the next five years, there are still geographical gaps in park service, particularly in the middle of the City, as illustrated in Map 13.

By any reasonable standard, the City of Johns Creek has a substantial need for additional parks.



Map 13: Park System Level of Service



Map 14: Rivers, Streams and Buffers

The City of Johns Creek is located in a region with an abundance of waterways, large and small, verdant rolling hills, and a large tree canopy. Together, our natural environment contributes to our quality of life and wellbeing. Future development growth within the City should be designed to preserve and protect our natural environment.

Hydrology

The City has 13.5 miles of the Chattahoochee River, which forms the City's eastern and southern boundaries. The River is protected under the 1973 Metropolitan River Protection Act, with a 50-foot natural undisturbed buffer and a 150-foot impervious area buffer. Additionally, land located within 2,000 feet of the River's edge is protected under the Chattahoochee River Corridor Plan, which greatly limits the amount of disturbed and impervious surface areas.

The City also has three impaired streams within its boundaries that flow into the Chattahoochee River – Johns Creek, Cauley Creek, and Long Indian Creek – that comprise 14,740.3 acres of sensitive watershed area. 1015.1 acres of these watersheds are in 100-year floodplains, falling under the Federal Emergency Management Agency and the City's Floodplain Management regulations.

Development within these floodplains may not alter the area's flood characteristics or create hazardous velocities of water.

The City's natural waterways are protected by the City's stormwater management regulations, which require a 50-foot undisturbed natural buffer on both sides of a stream or tributary, plus an additional 25-foot impervious buffer. This is intended to protect our streams and creeks from further erosion and to cool water temperatures with tree canopies and plant vegetation along our streams' banks. The City's streams and tributaries are also protected under the City's Municipal Separate Storm Sewer Systems permit.

Water is the City's most vital natural resource, and City residents receive their drinking water from the Chattahoochee River via Fulton County. Therefore, keeping our local streams and tributaries clean and cool has a direct impact on our water Map 15: 100-year and 500-year Floodplain quality.





Map 16: Topography

Topography

The City's topography is primarily gentle rolling hills, with low point elevations of approximately 880 feet above sea level along the Chattahoochee River and high points up to 1,180 feet above sea level in the Ocee Community Area along the City's western boundary.

Steep slopes are one of the most sensitive environmental features. They pose significant constraints to land development, being highly susceptible to soil loss, erosion, excessive stormwater runoff, and subsidence if disturbed. Such disturbance can harm ecological values such as water quality, damage man-made structures, and present public safety risks. The City pays close attention to steep slopes in its development permitting processes. The City permits grading of lands with a slope of 2:1 (one vertical foot of rise for every two feet of horizontal displacement) or less. Lands with slopes greater than 2:1 require the use of a retaining wall.

Tree Canopy

The City protects its tree canopy and specimen trees under its Tree Ordinance and Administrative Guidelines.

The City's Arborist reviews all land disturbance and building activities to ensure compliance with the Tree Ordinance. For development activities that adversely impact existing tree canopies and specimen trees, the City requires replacement of the removed specimen trees and, if not enough land is available planting of new trees on the impacted site. The City requires payment into its Tree Replacement Fund – which is used to purchase trees for planting in the City's parks, streetscapes and other City lands.

Benefits to citizens derived from tree protection and replanting include:

- Improved control of soil erosion;
- Moderation of storm water runoff and improved water quality;
- Interception of airborne particulate matter and the reduction of some air pollutants;
- Enhanced habitat for desirable wildlife;
- Reduction of noise and glare;
- Climate moderation;
- Aesthetics and scenic amenity; and
- Increased property value.



Map 17: Tree Canopy in 2011

Historic Resources Survey Report

City of Johns Creek, Georgia September 2012



National Register Eligible Properties

The only property in the City listed in the National Register of Historic Places is the former Newtown Elementary School, located at 3125 Old Alabama Road. An extensive renovation of the building began in 2010 and the facility is now named "Park Place at Newtown School" and is a center for active senior adults.

The University of Georgia's Center for Community Design and Preservation conducted a historic resource survey for the City of Johns Creek in 2012. The Survey Report yielded an analysis of 48 properties that may be historic resources. The properties were reviewed solely for architectural significance with the National Register of Historic Places. Of the 48 properties, 15 were deemed eligible to be listed in the National Register of Historic Places. As of January 2018, six have been demolished – leaving the following nine properties as eligible:

- 1. 9235 Brumbelow Road circa 1924 Front Gable Bungalow
- 2. 10660 Rogers Circle Road circa 1840 Central Hall Cottage
- 3. 10985 Bell Road Mid-1960s Ranch House
- 4. 10935 Bell Road circa 1850s Gabled Ell Cottage

HISTORIC RESOURCES PROFILE

- 5. 11245 Bell Road circa 1955 Ranch House
- 6. 4505 Kimball Bridge Road circa 1900 Queen Anne Rural Cottage
- 7. 9800 Medlock Bridge Road circa 1932 Colonial Revival School
- 8. 11100 Jones Bridge Road circa 1955 Brick Ranch
- 9. 9735 Medlock Bridge Road Macedonia African Methodist Church Cemetery

All information collected by the field survey was entered into Georgia's Natural, Archaeological and Historic Resources Geographical Information System. The survey information was entered under survey ID 2198, "City of Johns Creek," and can be accessed at: https://www.gnahrgis. org/gnahrgis/index.do.

Locally Significant Properties

In addition to the nine architecturally significant properties listed above, five more properties have been identified by Community Development staff as being both historically significant to the City of Johns Creek and to the overall history of this part of Georgia:

- 10.9110 Medlock Bridge Road circa 1923 New South Cottage
- 11. 10960 Rogers Circle circa 1915 Saddle Bag Cottage



Map 18: Historic Properties

- 12.7315 McGinnis Ferry Road circa 1875 Lowe-Bell House
- 13.7355 Bell Road circa 1804 Georgian House

14. 12745 Douglas Road – 1880s Hall-Parlor

It is recommended that the City protect its history by enacting a Historic Preservation Ordinance. This new Ordinance would encourage the preservation of historic resources with incentives for owners who provide for the preservation, restoration, rehabilitation, and permanent protection of historic buildings.







VISION



The City profile in Chapter 1 demonstrates that Johns Creek's development prior to incorporation was not always focused or guided. While we cannot undo past decisions, we can change the trajectory of future growth and development through long-term collaboration, commitment, and bold action.

Creating a new vision for the City through the Comprehensive Plan is the first step in this process. The second and most important step involves establishing goals and priorities. The final step requires the City to commit to a clear course of action.

The vision was created using the combined results of technical analyses and input gathered from public engagement. The goals, objectives and strategies are divided into eight themes: housing, parks and recreation, natural and historic preservation, economic development, city identity, transportation, land use and intergovernmental relations. The goals, objectives, and strategies outlined in this Vision Chapter will require the majority of Council to support and move forward functionally and financially.

HOUSING





Objective 1. Ensure the integrity of existing single-family residential neighborhoods from overdevelopment of adjacent undeveloped/underdeveloped parcels.

Strategy: It is expected that undeveloped/underdeveloped parcels will be developed with a similar density or use as the surrounding neighborhood(s) or development(s). Remaining mindful of the diverse property uses surrounding these parcels, undeveloped/underdeveloped properties should be considered for rezoning.

Objective 2. Protect and preserve residential subdivision entrances and landscape strips/tree buffers along collector and arterial roadways.

Objective 3. Expect all new residential subdivisions to foster a sense of community by including usable common space.

Objective 4. Promote housing options within the City to attract and retain all age groups.

Strategy: Expand senior housing options to promote opportunities for "aging in place" and encourage active-adult and age-restricted housing developments near shopping and health-related services, especially in village designated areas and the Town Center.

Strategy: Expand home-owner housing options for Millennials, especially in village designated areas and the Town Center.

Strategy: Expand housing options for employees working in Technology Park, especially those in critical positions such as hospital workers.




PARKS AND RECREATION

GOAL 2: PROVIDE SUPERIOR RECREATIONAL AND CULTURAL ACTIVITIES THROUGHOUT THE CITY.

Objective 1. Implement the strategies and projects identified in the Johns Creek Recreation and Parks Strategic Plan, adopted by the City in 2016.

Strategy: Complete the design and build-out of the five new parks: Cauley Creek Park, State Bridge Road Park, Morton Road Park, Boles-Bell Park and the Linear Park in Tech Park.

Strategy: Complete the improvements to Newtown Park, Ocee Park, Autrey Mill Preserve and Shakerag Park.

Objective 2. Ensure each Community Area has easy access to a park.

Strategy: Create a series of new and enhanced public spaces – including parks, plazas, and green spaces – throughout the city to serve as locations for residents to gather and interact.

Strategy: Encourage the City, if financially feasible, to acquire new parkland for community areas which are underserved by parks.

Objective 3. Ensure each Community Area has easy access to a recreational trail system.

Strategy: Create recreational trails separated from roadways by landscaping to encourage walking, biking and the use of Personal Transportation Vehicles (PTVs) to make local trips to area office complexes, schools, shopping centers, religious institutions, libraries and parks.

Objective 4. Support and encourage cultural activities, events and festivals.







NATURAL AND HISTORIC PRESERVATION







GOAL 3: PROTECT THE CITY'S NATURAL ENVIRONMENT AND HISTORIC RESOURCES.

Objective 1. Conserve natural areas such as floodplains, wetlands, tree groves, and specimen trees from future land development.

Strategy: Revise existing development regulations to encourage the minimization of grading and the removal of existing vegetation as part of development.

Strategy: Revise existing development regulations to encourage land to be developed in new subdivisions for use as open space and amenity space beyond the minimum requirements in the existing regulations.

Strategy: Integrate the preservation of natural areas, rivers and streams and environmental aesthetics into site plan designs.

Strategy: Revise existing development regulations to encourage green building design, technology and sustainable site design in all new development.

Strategy: Work with environmental stakeholders to obtain advice on environmentally responsible policies and practices.

Objective 2. Encourage the preservation of large tracts of undeveloped land as natural resources.

Strategy: Encourage parks, large agricultural areas and other green spaces to be protected in perpetuity.

Strategy: Acquire undeveloped lands to protect natural resources from development, if City funding allows.

NATURAL AND HISTORIC PRESERVATION

Strategy: Support local land trusts to acquire stream corridors and their tributaries to provide floodway protection, natural habitat corridors and passive recreation resources.

Objective 3. Ensure existing properties with historical and/or architectural importance are protected.

Strategy: Adopt a historic preservation ordinance.

Objective 4. Protect, preserve and restore the City's State Waters, buffers and river corridors.

Strategy: Enforce the provisions of the City's Storm Water Management Program and the Municipal Separate Stormwater Sewer System permit.

Strategy: Study the feasibility of a stormwater utility or other alternative methodologies that will ensure the protection and restoration of existing and future Stormwater Facilities located within the City.

Strategy: Where feasible, encourage the implementation of new techniques and products that will decrease impervious surface areas within the City's impaired watersheds.







ECONOMIC DEVELOPMENT







GOAL 4: EXPAND THE CITY'S ECONOMIC BASE.

Objective 1. Attract new private companies to Technology Park to ensure a strong economic future.

Strategy: Target, retain and support the expansion of businesses that include health innovation and wellness, technology, information and software which will complement the existing businesses located in Technology Park.

Strategy: Create a walkable town center for Technology Park that contains a mix of housing options, restaurants, entertainment and public spaces to attract targeted companies.

Strategy: Support and encourage the private sector development of Class A office space and high quality meeting and event space.

Objective 2. Encourage private entities to redevelop existing neighborhood commercial shopping centers with high vacancy rates into village centers with public gathering spaces surrounded by mixed uses and/or retail uses.

Objective 3. Support the private development of small businesses and live-work spaces within the mixed-use areas identified in the future land use map.

Objective 4. Encourage the creation and retention of local businesses in Johns Creek.

Strategy: Collaborate, support and partner with local businesses desiring to bring healthcare innovation and wellness businesses into the City.

Objective 5. Implement the City's adopted 2016 Strategic Economic Development Plan.

CITY IDENTITY

GOAL 5: STRENGTHEN THE CITY'S IDENTITY.

Objective 1. Create a vibrant Town Center for the City in the heart of Technology Park to provide a place for citizens, workers and visitors to live, work, eat, play and shop.

Objective 2. Improve the City's auto-centric, suburban identity by creating a small town feel with walkable villages in designated Community Areas.

Objective 3. Reinforce the City's identity as a premier residential community by creating and maintaining attractive streetscapes throughout the City.

Objective 4. Enhance the City's identity by supporting the private development of a performing/visual arts and event space as an entertainment venue and community resource.

Objective 5. Complement the City's identity by supporting and encouraging public art throughout the City's public spaces.







TRANSPORTATION







GOAL 6: CREATE A CITYWIDE MULTI-MODAL TRANSPORTATION NETWORK.

Objective 1. Provide alternative ways to make local trips within the City.

Strategy: Complete missing sections of sidewalks throughout the City.

Strategy: Where feasible, develop a complete street grid system to create alternate ways to travel around major intersections and through existing shopping centers to improve vehicular safety and traffic flow.

Strategy: Encourage residential subdivisions to identify locations where multi-use path connections can be made to encourage bicycle and pedestrian connections.

Strategy: Provide a system of multi-use trails located along arterial, collector and local roadways to connect residential subdivisions to community destinations (schools, libraries, shopping, parks and religious institutions) to minimize the need to utilize adjacent roadways for short trips.

Strategy: Allow for the use of PTVs on all City roads posted with a 25 mile per hour or less speed limit.

Strategy: Allow for the use of bicycles on all City trails where appropriate.

Strategy: Where supported by residential neighborhoods, connect subdivisions to a public local street, collector, or arterial via a new street developed by the City to increase the number of ways in and out of residential subdivisions.

Strategy: Preserve existing public rights of way to ensure the development of future trails.

TRANSPORTATION

Objective 2. Create safe pedestrian and bike pathways.

Strategy: Where feasible, separate sidewalks and trails from vehicular lanes by landscaped medians.

Strategy: Reduce speed limits along arterial and connector roadways, where appropriate.

Strategy: Develop ways to separate pedestrian/bike/PTV traffic movements from vehicular traffic movements at the City's main intersections.

Strategy: Improve pedestrian and bicyclist safety along major arterial and connector roadways by enhancing pedestrian crossings, providing pedestrian under/overpasses where necessary.

Objective 3. Improve traffic movements.

Strategy: Proactively manage and improve traffic signal timing and coordination on all major arterial and collector roadways.

Strategy: Where supported by the community, provide capacity improvements to arterial roadways.

Strategy: Where feasible, provide new roadways to enhance traffic movements.

Strategy: Where feasible, remove turning lane bump outs that restrict the flow of traffic in the turning lane.

Strategy: Where supported by existing subdivisions provide left turn lanes to allow residents easier access to collector and minor arterial roadways.







TRANSPORTATION





Strategy: Where supported by existing subdivisions, provide roundabouts to allow residents easier access to collector and minor arterial roadways.

Strategy: Where feasible, remove existing traffic signals and replace with appropriate-sized traffic roundabouts to improve safety and reduce wait times at lights.

Objective 4. Improve traffic safety.

Strategy: Maintain a traffic calming program that involves physical improvements designed to decrease traffic speed.

Strategy: Where feasible, separate pedestrian movements from vehicular movements at major intersections.

Strategy: Where feasible, reduce or eliminate left turns at intersections and create alternative methods or locations in which to turn left.

Strategy: Repair, replace or enhance older bridges to improve vehicular and pedestrian safety.

Objective 5. Reduce personal vehicle trips to/from schools by improving alternative transportation options near public schools.

Strategy: Encourage greater levels of school bus ridership.

Strategy: Where supported by existing subdivisions, connect subdivisions with pathways to schools.

Strategy: Create new pathways through easements, buffers and landscape strips that offer students safe walking, biking and carting.

LAND USE AND INTERGOVERNMENTAL RELATIONS

GOAL 7: ENSURE THE CITY HAS THE APPROPRIATE TOOLS TO IMPLEMENT THE GOALS OF THE COMPREHENSIVE PLAN.

Objective 1. Ensure the City's existing ordinances and regulations that control land development are aligned with the goals of the Comprehensive Plan.

Strategy: Create a Unified Development Code by combining the City's zoning, tree, and sign ordinances with the City's stormwater and land development regulations.

Objective 2. Ensure new development and future redevelopment maintains each Community Area's natural and physical character.

Strategy: Create site and architectural design standards for new development/ redevelopment based on the updated Community Areas' visions.

Strategy: Develop specific area plans or master plans for Community Areas that have been designated to have village centers.

Objective 3. Ensure safe and healthy living environments throughout the City through ongoing code compliance efforts.

GOAL 8: IMPROVE INTERGOVERNMENTAL RELATIONS

Objective 1. Encourage efforts with neighboring jurisdictions to proactively discuss planning activities that may impact adjacent jurisdictions that fall below the Atlanta Regional Commission's Development of Regional Impact thresholds.

Objective 2. Encourage efforts with neighboring jurisdictions to develop and share solutions for addressing regional issues, such as growth management, watershed management and traffic congestion solutions.

Objective 3. Work with the Fulton County School District to increase bus ridership and use of sidewalks and trails in lieu of vehicles to transport students to and from schools.







2008 CHARACTER AREAS



Map 22: 2008 Character Areas

The City's Character Areas were first introduced in the 2008 Comprehensive Plan. The residents decided on twelve Character Areas that they felt represented the different land uses within the City. The 2008 Comprehensive Plan prescribed a set of development goals for each Character Area, as well as appropriate zoning designations, land uses, densities, and intensities.

Out of the twelve Character Areas, eight were identified as prioritizing low-density, single-family housing development. Those areas were: Ocee, River East, Warsaw/ Morton Road, River Estates, Newtown, Autrey Mill Pastoral, Shakerag, and Johns Creek North.

There were three Character Areas that prioritized commercial and mixed-use development: Jones Bridge Road at State Bridge Road, Medlock Bridge Road Corridor, and McGinnis Ferry Road Corridor.

Technology Park was the only area prioritizing a high density of offices and institutional uses, with special attention given to corporate offices as well as secondary uses, such as food and retail establishments to support office workers.

2018 COMMUNITY AREAS

During the Comprehensive Plan Update process, residents expressed a need to get more involved in planning for and caring about the City's future, but believed that most residents would not get involved unless issues were "in their own backyard." With that in mind, the Character Area map was revisited, and residents considered ways to define the City based not on the physical differences between areas (i.e. a commercial node or corridor versus a grouping of like residential subdivisions), but by where people lived and shopped where they would feel that changes to the area would personally impact their quality of life.

Ultimately, instead of twelve Character Areas, eight Community Areas emerged. A few like Newtown, Autrey Mill, River Estates and Johns Creek North changed very little from the 2008 Character Areas. On the contrary, the Ocee Character Area grew to incorporate the Jones Bridge Road Area and subdivisions along Morton Road. The Warsaw Character Area and the River East Character Area combined with the area along Parsons Road and the part of the Medlock Bridge Corridor Character Area that previously bisected their community. The Technology Park Character Area was reunited with the western half of the commercial area, which was a part of the Medlock Bridge Road Corridor Character



Map 23: 2018 Community Areas

Area. Lastly, the Shakerag Character Area was combined with the McGinnis Ferry Character Area, as the residents living in subdivisions along McGinnis Ferry, east of Technology Circle see themselves as living in the Shakerag community.

The long-term goal of creating eight Community Areas is to foster community involvement through the establishment

of eight Community Area Planning Committees that will actively care about their community's issues, such as planning for new sidewalks, trails and parks, deciding on how to reduce traffic congestion or having a voice on rezoning cases.

More detailed analysis of each Community Area is available in Chapters 3-10.

Current Land Use



Map 19: Current Land Use



Land Use Categories

Land use categories provide general guidance on the intensity, character, and location of land uses. To ensure land use categories are applied consistently across the City, this Comprehensive Plan establishes 16 land use categories listed in the table below.

Table 3: Land Use Categories

Color	Color Land Use Re De pe		Maximum Height	Types of Uses Permitted		
	Residential - 1 unit or less	1	3 stories/40 feet	Single-Family Dwelling Unit: Detached		
	Residential - 2 units or less	2	3 stories/40 feet	Single-Family Dwelling Unit: Detached		
	Residential - 3 units or less	3	3 stories/40 feet	Single-Family Dwelling Unit: Detached		
	Residential - 4 units or less	4	3 stories/40 feet	Single-Family Dwelling Unit: Detached		
	Residential - 5 units or more	>5	5 stories/60 feet	Single-Family Dwelling Unit: Detached		
	Commercial - Multi-Family	12	4 stories/60 feet	Property containing housing units with more than 4 dwelling units/building (i.e. townhomes, apartments, condos, 4-plexes, live-work lofts, etc.)		
	Commercial - Office	N/A	4 stories/60 feet	Privately-owned property used primarily for office, health care, hotels, light assembly, with supporting uses		
	Commercial - Retail / Shopping Centers	N/A	3 stories/40 feet	Neighborhood and community-oriented retail and service activities including local business offices, grocery stores, restaurants		
	Mixed-Use Low-Intensity	8	3 stories/40 feet	A planned development with a mix of residential, commercial retail and office uses that includes public park space. Residential uses include single family detached, duplex, triplex, townhouses, condos, stacked flats and live-work units. Garden style apartments are not permitted		
	Mixed-Use High-Intensity	16	5 stories/75 feet	A planned development with a mix of residential, commercial retail and office uses that includes public park space. Entertainment uses are encouraged. Residential uses include single family detached, duplex, triplex, townhouses, condos, stacked flats and live-work units. Garden style apartments are not permitted		
	Schools, Religious, Municipal	N/A	4 stories/60 feet	Publicly- or privately-owned lands used for schools, libraries, places of worship, city hall, municipal court, fire stations, etc.		
	Utilities	N/A	N/A	Publicly- or privately-owned lands used for utility purposes such as water treatment, reservoirs, radio towers		
	Recreational - Public	N/A	3 stories/40 feet	Publicly-owned neighborhood and community parks, community centers and open space		
	Recreational - Private	N/A	3 stories/40 feet	Privately-owned golf, tennis, swim and country club facilities		
	Agricultural	1	3 stories/40 feet	Agricultural		
	Undeveloped	N/A	N/A	Undeveloped land		









Boundary

The Autrey Mill Community Area is generally bounded on the east by the Perimeter Church property; to the north by State Bridge Road, Cameron Crest Farm subdivision and Dolvin Elementary School; on the west by Jones Bridge Road, and Falls of Autry Mill subdivision; and to the south by Old Alabama Road.









History

The Autrey Mill Community Area receives its name from the Autrey family, which settled here in the 1840s and farmed over 1,300 acres. In the 1870s, Ransom Autrey built a dam to back up Sal's Creek into a natural ravine and constructed a five-story, over-shot mill for grinding wheat and corn. During rapid development in the 1980s, community advocates had the foresight to have the site of the Autrey Mill and its surrounding land preserved as a park. Today, the Autrey Mill Nature Preserve and Heritage Center is a place to experience nature and get a glimpse of this area's rural past with historic buildings, including the Summerour House, a tenant farmhouse, and the Green Family Store – all saved by moving them from nearby parts of the Autrey Mill Community Area slated for development.

Existing Conditions

The Autrey Mill Community Area is dominated by several large-scale residential subdivisions: Doublegate, Farmbrook, Oxford Mill, Falls of Autry Mill, and Cameron Crest Farms. All were developed in the 1980s/early 1990s and are characteristic of residential subdivisions of the late 20th century, with highly landscaped entrances and curvilinear streets leading to upscale brick and stone architecturally designed homes.

This area does not have any commercial development, but does have a large land area dedicated to the Atlanta-Fulton County Water Treatment Plant on Spruill Road.

The community is also home to the Autrey Mill Nature Preserve and Heritage Center, two public schools (Dolvin Elementary School and Autrey Mill Middle School), and the Spruill Oaks Library.

Demographics

As of 2017, the Autrey Mill Community Area is home to 7,883 residents, accounting for 9.3% of the City's population. Autrey Mill's population saw 0.8% annual growth from 2010 to 2017.

The percentage of Baby Boomers (20.6%) is slightly higher than that of the City overall, but their population is expected to drop by 7.3% in the next five years. From 2010 to 2017, the Millennial population in Autrey Mill dropped by 6.5% and is expected to keep decreasing in the next five years.

While the Autrey Mill area is predominantly Caucasian (60.9%), its Caucasian population decreased by 2.4% from 2010 to 2017 and is expected to further decrease in the next five years. Asians are the fastest growing group, and their population increased by 35.3% from 2010 to 2017. Over the next five years, the Asian population is expected to grow by 25.5%.

74% of Autrey Mill residents over age 25 hold a bachelor's degree or higher. Autrey Mill's median household income is estimated to be \$142,052 in 2017, the second highest in the City. The median home value in Autrey Mill, \$568,031, is nearly 60% higher than that of the City overall.



LAND USE



Current Land Use

Single-family residential is the most prominent land use in Autrey Mill, at 78.3% of total land.

Commercial Retail accounts for 1% of total land. Only a small amount of land (0.2%) is being used for Commercial Multi-Family.

Recreational uses consume 2.2% of the land. Institutional and agricultural uses make up 2.5% and 0.7%, respectively.

13.1% of the land is dedicated to utilities, including the Atlanta-Fulton County Water Treatment Plant on Spruill Road and Georgia Power Company.

Currently, there are 65.9 acres of undeveloped land (2.9%) in this area.

LAND USE

Future Land Use

98.4% of future land use in Autrey Mill will match current land use, with only 35.9 acres (16 acres of agricultural and 19.9 acres of undeveloped) slated to convert to residential.

A detailed build-out analysis is available on Page 59.

Table 4: Land Use Change in Autrey Mill (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	1,760.6	1,799.2	38.6
Residential - 3 units or less	2.7	0	-2.7
Commercial - Multi-Family	5.5	5.5	0
Commercial - Retail/ Shopping Centers	1.0	1.0	0
Schools, Religious, Municipal	56.2	56.2	0
Utilities	294.9	294.9	0
Recreation - Public	49.7	49.7	0
Agricultural	16.0	0	-16.0
Undeveloped	65.9	46.0	-19.9



VISION





The Autrey Mill Community Area will remain a premier residential community by maintaining the rural nature of the area, enhancing the quality of public infrastructure and roadways, and by developing sidewalks and trails that will connect pedestrians to the community's schools, Spruill Oaks Library, and Autrey Mill Nature Preserve and Heritage Center.

The Autrey Mill Community Area does not have any commercial center located within its boundaries; however, sidewalks and trails should connect its residents to shopping located in the adjoining Community Areas of Newtown, Ocee, and Medlock.

New infill housing developments should be limited to single-family detached homes at one unit/acre and up to three stories in height.

Conservation subdivision zoning will be encouraged to preserve agricultural lands by requiring 50 to 75 percent of the land be placed in a conservation land trust, while developing the balance of land in a sustainable and environmentally friendly manner.



RESIDENTIAL BUILD-OUT ANALYSIS

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07).

The build-out analysis shows that the Autrey Mill Community Area has the capacity for 36 additional residential units.



Map 27: Potential Residential Build-out in Autrey Mill

Table 5: Build-out Analysis in Autrey Mill

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	19.21	1	19	2	17	53
2	17.34	1	17	0	17	53
3	0.98	1	1	0	1	4
4	1.16	1	1	0	1	4
Total	38.69				36	114

TRANSPORTATION PROJECTS





Over the past ten years, the City has experienced increased traffic volumes along all of its east-west arterials. Autrey Mill's east-west routes are State Bridge Road, Old Alabama Road and Buice Road. Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program identified capacity improvements (which may include road widening) for State Bridge Road, Old Alabama Road, and Jones Bridge Road. In addition, three bridge improvement/replacement projects were identified in the TSPLOST at Sal's Creek and Johns Creek on Old Alabama Road and at Johns Creek on Buice Road.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Roundabout on Old Alabama Road at the entrance to the Falls of Autry Mill;
- Roundabout on Old Alabama Road at the entrance to Autrey Mill Middle School;
- Roundabout at Old Alabama and Spruill Roads;
- Roundabout on Old Alabama Road at the entrance to Thornhill subdivision;
- Roundabout at Old Alabama and Buice Roads;
- Roundabout at Buice and Candacraig Roads;
- Roundabout at Buice and Spruill Roads.



TRANSPORTATION PROJECTS





SIDEWALKS AND TRAILS PROJECTS





Sidewalks and trails currently exist along sections of State Bridge Road, Old Alabama Road, Jones Bridge Road, Buice Road and Spruill Road, but in general, the Autrey Mill Community Area lacks fully-connected sidewalks and trails that would allow residents to walk to neighborhood schools, shopping, library, and religious institutions.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done, or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends preserving the rural and residential character of the Autrey Mill Community by completing missing sections of sidewalks and trails along State Bridge, Old Alabama, Jones Bridge, Buice and Spruill Roads to promote greater transportation options for local trips by walking, biking and the use of PTVs. Another recommendation is to provide a trail connecting Autrey Mill Nature Preserve and Heritage Center to Buice Road.



SIDEWALKS AND TRAILS PROJECTS



Map 29: Trail Projects in Autrey Mill



4.0

JOHNS CREEK NORTH

Boundary

The Johns Creek North Community Area is generally bounded to the east by Johns Creek and the Tech Park Community Area; to the south by Abbotts Bridge Road; to the west by the City of Alpharetta; and to the north by Forsyth County.



Map 30: Johns Creek North Boundary







History

Benjamin Franklin Findley's original 1850s farm and a portion of the large acreage eventually acquired by the Findley family were located in the Johns Creek North area. The Abbotts were another large landowning family with over 1,700 acres of farmland, a part of which extended into today's Johns Creek North. However, most of this area was populated by small homesteads farmed by settlers beginning in the 1830s. Often called yeoman farmers, they typically owned 40 to 100 acres and were self-sufficient, depending on the members of their large families for labor and growing or making most of what they needed to survive. The eastern boundary of this Community Area is formed by Johns Creek, a large stream that extends north-south through the entire City. In the 1980s and 1990s, the area's residential development exploded when Georgia Highway 400 was expanded and suburban communities like Windward were created. Johns Creek North is a continuation of the growth of this residential expansion.

Existing Conditions

The largest residential subdivisions are Seven Oaks, Cambridge, and Wellington. Most of the residential subdivisions are typical of those built in the late 20th century, with curvilinear streets and highly landscaped entrances.

The Johns Creek North Community Area has two major retail shopping centers, both located along Jones Bridge Road. It has no community park within its boundaries, but is adjacent to Webb Bridge Park, which is just across the City line in Alpharetta. This area does not have a fire station, but it is anticipated that one will be built in the next five years.

The area has two public schools (Findley Oaks Elementary School and Abbotts Hill Elementary School) and the Dr. Robert E. Fulton Regional Library.

Demographics

As of 2017, the Johns Creek North Community Area is home to 14,146 residents, accounting for approximately 16.7% of the City's population. Johns Creek North's population saw 0.7% annual growth from 2010 to 2017, slightly lower than that of the City overall (1.5%).

The Baby Boomer population saw a 4.2% annual decrease from 2010 to 2017, the highest in the City. Their population is expected to drop by 7.5% annually in the next five years (also the highest in the City). From 2010 to 2017, the Millennial population in Johns Creek North dropped from 3,669 to 3,083, or 2.5% annually, the second greatest decline in the City.

The race makeup and trend are consistent with the City overall. While the Johns Creek North area is predominantly Caucasian (58.6%), its Caucasian population is expected to decrease by 1.6% and its Asian population is expected to grow by 28.4% in the next five years.

67% of Johns Creek North residents over age 25 hold a bachelor's degree or higher. Both the median household income (\$119,730) and the median home value (\$389,433) are similar to the City as a whole (\$113,383 and \$368,725, respectively).



LAND USE



Map 31: Current Land Use in Johns Creek North

68 JOHNS CREEK NORTH

Current Land Use

Single-family residential is the most prominent land use in Johns Creek North, at 87.3% of total land.

Commercial Retail accounts for 2.9% of total land, and is located along Jones Bridge Road. Only a small amount of land (3.5%) is being used for Commercial Multi-Family.

Institutional and agricultural uses make up 3.6% and 2.4%, respectively.

Currently, there are 3.2 acres of undeveloped land (0.2%) in this area.

LAND USE

Future Land Use

Apart from residential density reduction, 98% of future land use in Johns Creek North will match current land use. A detailed build-out analysis is available on Pages 72-73.

Table 6: Land Use Change in Johns Creek North (Acres)

Land Use Type	Current	Future	Change
Residential - 3 units or less	0	1,378.8	1,378.8
Residential - 4 units or less	1,376.8	0	-1,376.8
Commercial - Multi-Family	55.2	55.2	0
Commercial - Retail/Shopping Centers	46.2	18.4	-27.8
Mixed-Use Low-Intensity	0	28.9	28.9
Schools, Religious, Municipal	56.4	58.5	2.1
Agricultural	38.0	38.0	0
Undeveloped	5.2	2.0	-3.2



Map 32: Future Land Use in Johns Creek North

VISION

The Johns Creek North Community Area will remain a premier residential community by enhancing the quality of the public infrastructure in the existing residential neighborhoods and roadways, and by completing sidewalk and trails along Jones Bridge, Kimball Bridge, and Abbotts Bridge Roads to connect pedestrians to the community's schools, Fulton Library, and local shopping.

A specific area plan for Johns Creek North should be developed for the area that may tranform into a village center at Jones Bridge and Douglas Roads. The plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

Rezoning the existing shopping area at Jones Bridge and Douglas Roads to mixeduse should attract private investment that would transform the area into a retail/ office/residential area with public green spaces to further enhance the quality of life. New mixed-use development will be limited to eight residential units/acre and no more than three stories in height.

New infill housing developments should be limited to single-family detached homes at three units/acre and up to three stories in height.













VISION



















BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07).

Table 7: Residential Build-out Analysis in Johns Creek North

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	9.4	3	28	2	26	80
2	14.6*	8	116	0	116	357
3	4.69	3	14	1	13	40
Total	28.69				155	477

The build-out analysis shows that the W Johns Creek North Community Area has sh the capacity for 155 additional residential is units.

Commercial Build-out Analysis

With the continuing increase of online shopping and personal package delivery, it is envisioned that physical retail shopping will continue to decline, while shopping for personal services, dining out, and entertainment will continue to grow. These trends will cause many local shopping centers to realign to buyers' needs.

The Johns Creek North community has identified the area surrounding the intersection of Douglas and Jones Bridge Roads for a possible village center. The location currently has three shopping centers. The vision calls for a local area study to determine possible layouts for the new village center, with one shopping center being replaced with a traditional village green, surrounded by retail stores on the ground level, with a mix of residential housing and perhaps some livework units. The village area would allow up to eight residential units/acre and up to three stories in height. It is also desired that the alignment of Douglas Road with Sargent Road at Jones Bridge Road will be addressed during the village master plan study.

*The acreage reflects the maximum area eligible for mixed-use development.
BUILD-OUT ANALYSIS



Map 33: Potential Residential Build-out in Johns Creek North

TRANSPORTATION PROJECTS







The Johns Creek North Community Area faces numerous transportation impacts from several large-scale residential subdivisions being developed just north of the Community Area in south Forsyth County. An agreement is currently in place between the City of Johns Creek and Forsyth County to widen McGinnis Ferry Road from two to four lanes between Sargent and Union Hill Roads, which includes sidewalks.

Abbotts Bridge Road is currently under construction by the Georgia Department of Transportation (GDOT) to widen the two-lane roadway to four lanes to accommodate the increased traffic volume. The project starts at Jones Bridge Road and extends to the Chattahoochee River, and includes landscaped medians and ten-foot-wide trails on both sides of the roadway. The bridge crossing at the Chattahoochee River will also be replaced with a wider bridge to accommodate the four lanes and sidewalk crossings.

In addition, Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program identified capacity improvements (which may include road widening) to Jones Bridge Road between McGinnis Ferry and Douglas Roads.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Roundabout on Findley Road at the entrance to Findley Oaks Elementary School;
- Realign Douglas Road with Sargent Road where they intersect with Jones Bridge Road, to eliminate the current double traffic signal and awkward left turning lanes. Realignment may be possible by creating a new street through the Kroger parking lot, which is currently being used as a shortcut to avoid the traffic signal at Douglas and Jones Bridge Roads.

TRANSPORTATION PROJECTS



Map 34: Transportation Projects in Johns Creek North

SIDEWALKS AND TRAILS PROJECTS







Sidewalks and trails exist along sections of McGinnis Ferry, Jones Bridge, Abbotts Bridge, Sargent, and Findley Roads, but in general, the Johns Creek North Community Area lacks fully-connected sidewalks and trails that allow residents to walk/bike to neighborhood schools, shopping, and the Fulton County Library.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/ hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

Current concept designs for McGinnis Ferry Road call for ten-foot-wide trails through road widening projects currently funded through Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, and in the case of Abbotts Bridge Road, roadway improvements with ten-foot-wide trails are underway by the Georgia Department of Transportation (GDOT).

The Citizens Advisory Committee (CAC) recommends preserving the residential character of the Johns Creek North Community by completing missing sections of sidewalks and trails along Jones Bridge Road to promote greater transportation options for local trips by walking, biking and the use of PTVs.

SIDEWALKS AND TRAILS PROJECTS



Map 35: Trail Projects in Johns Creek North



5.0



Boundary

The area of Medlock is bounded to the east by the Chattahoochee River; to the north by Boles, Bell, and Abbotts Bridge Roads; to the west by Taylor Road Middle School and Chattahoochee High School; and to the south by Old Alabama Road and the River Estates Community Area.









History

Named for the road that runs through it today, the Medlock Community Area encompasses much of the historic community of Warsaw that started as an early settlement even while this area was part of the Cherokee Territory. This Community Area has several important cultural and historic properties. The Warsaw Cemetery (its church was relocated to the Autrey Mill Nature Preserve and Heritage Center in 2004) is located on the western side of Medlock Bridge Road, and the Macedonia African Methodist Episcopal (AME) cemetery on the eastern side. Positioned near the intersection of State Bridge and Medlock Bridge Roads, another historic property is the 1930s brick, one-story Warsaw School building currently being used as an office building. Until the 1980s, this area primarily consisted of farming fields and woodlands. Medlock Bridge Road was once a two-lane dirt road, but was realigned and paved in the late 1950s and then widened to four lanes in 1993. A wave of commercial development then swept through the area in the mid- to late-1990s, developing retail shopping centers at the intersection of Medlock Bridge and State Bridge Roads and along both Medlock Bridge and Abbotts Bridge Roads. In response to rapid residential development in the 1990s, two high schools were built over the span of seven years: Northview High School in 2001 and Johns Creek High School in 2008.

Existing Conditions

The Medlock Community Area is dominated by large-scale residential subdivisions with commercial retail shopping along State Bridge and Medlock Bridge Roads. There are three main residential subdivisions in this Community Area: St. Ives, Medlock Bridge, and Sugar Mill.

This community is served by Fire Station #61 and several public schools (State Bridge, Wilson Creek and Medlock Bridge Elementary Schools, as well as Northview and Johns Creek High Schools). Perimeter School is a private religious institution that lies within Medlock.

The City's worst traffic congestion exists at the intersection of State Bridge and Medlock Bridge Roads.

Demographics

As of 2017, the Medlock Community Area has the largest number of residents, accounting for 20.3% of the City's population. Medlock's population saw 1% annual growth from 2010 to 2017, but the growth rate is expected to slow down.

The percentage of Baby Boomers (18.9%) is slightly higher than that of the City overall, but their population is expected to drop by 6% in the next five years. Medlock has the highest percentage (26.4%) of Millennials in the City, and their population is expected to keep growing in the next five years.

Caucasians are not the majority in Medlock, and their population will decrease by 6% in the next five years, the highest decrease in the City. Asians are the fastest growing group, and their population is expected to continue to grow by 21% in the next five years. The Asian population in Medlock is expected to eclipse the Caucasian population in 2022.

Medlock residents have a higher education level than the City overall, and their median household income (\$109,302) is lower. The median home value (\$439,459) is the third highest in the City, behind River Estates and Autrey Mill.



LAND USE



Current Land Use

Single-family residential is the most prominent land use in Medlock, at 61.1% of total land.

Commercial Office and Commercial Retail account for 3.8% and 7% of total land, respectively. The majority of these uses are located along SR 141/Medlock Bridge Road and clustered around major intersections. A small amount of land (5.2%) is being used for Commercial Multi-Family.

Schools, Religious, and Municipal uses make up 13.1% of the land. Recreational uses only comprise 7.4% of the land.

Currently, there are 67.4 acres of undeveloped land (2.4%) in this area.

LAND USE

Future Land Use

Apart from residential density reduction, 96.8% of future land use in Medlock will match current land use. A detailed build-out analysis is available on Pages 86-87.

Table 8: Land Use Change in Mediock (Acres)						
Land Use Type	Current	Future	Change			
Residential - 1 unit or less	17.4	0	-17.4			
Residential - 2 units or less	723.3	1,760.7	1,037.3			
Residential - 3 units or less	368.2	0	-368.2			
Residential - 4 units or less	513.7	0	-513.7			
Residential - 5 units or more	111.1	0	-111.1			
Commercial - Multi-Family	147.5	160.2	12.7			
Commercial - Office	106.9	158.1	51.2			
Commercial - Retail/Shopping Centers	198.2	184.6	-13.6			
Schools, Religious, Municipal	370.7	339.4	-31.3			
Utilities	2.2	2.2	0			
Recreation - Private	209.4	209.4	0			
Undeveloped	67.4	21.4	-46.0			

Table 8: Land Use Change in Medlock (Acres)



Map 38: Future Land Use in Medlock

VISION

The vision for the Medlock Community Area is to maintain its premier residential status by enhancing the quality of public infrastructure and by enhancing Medlock Bridge and State Bridge Roads with landscaped sidewalks and trails, while attracting private investment to transform the Regal Cinema shopping center (located at the southwestern corner/quadrant at the intersection of Medlock Bridge and State Bridge Roads) into a walkable retail center with local restaurants, entertainment venues, and shops, centered around a public plaza with trails that connect pedestrians via underpasses to the area's schools and subdivisions.

A specific area plan for the Medlock Community Area should be developed for the area that may tranform into a village center at Medlock Bridge and State Bridge Roads. The plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

Redevelopment of the shopping centers of Medlock Bridge and State Bridge Roads into a more walkable village retail/public space should be undertaken in conjunction with the transportation redesign of the Medlock Bridge and State Bridge Roads intersection, currently funded through Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program. The movement of vehicles and pedestrians and how the movements impact the existing commercial uses must be designed to create a more attractive place to shop and dine.

New infill housing developments should be limited to single-family detached homes (at a maximum of two units/acre and up to three stories in height). No mixed-use development is envisioned for this area due to the level of traffic congestion already present.

Preservation of the community's historic properties and/or buildings should be encouraged through the adoption of a Historic Preservation Ordinance that requires any land development to incorporate the reuse and preservation of the historic property.

The Medlock Community Area currently lacks a public park, and the City should seek out opportunities to partner with the private sector to develop public spaces through the redevelopment of existing shopping centers.







VISION



















BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The build-out analysis shows that the Medlock Community Area has the capacity for 481 additional residential units.

Table 9: Residential Build-out Analysis in Medlock

Acreage Allowed

No.

Commercial Build-out Analysis

The Medlock Bridge shopping center at Wilson Road has suffered visibility issues due to its location - sunken below the grade of Medlock Bridge Road and further hampered by a 40-foot landscape strip along Medlock Bridge Road. The retail shops are located 300 feet from the roadway and are pressed up against the edge of the residential subdivision. It is desired that retail shops will be relocated closer to Medlock Bridge Road with parking behind the shops. A new neighborhood park would

Potential

Population

Potential

buffer the residential subdivision from the commercial uses and provide residents a local place to gather and play.

It is envisioned that the Regal Cinema Publix/Hobby Lobby shopping and centers would transform into a more walkable village-like setting. This location is already the most heavily traveled area within the City. Locating restaurants and entertainment venues in addition to the cinema will create a gathering place for the southern section of the City. It is not envisioned that residential units would be added, given the number of apartment complexes and residential subdivisions earby. Instead, it is hoped that sidewalks nd trails will be created to navigate under ne vehicular roadways, to ensure safe assage between shopping, local schools, nd homes. New streets and pocket arks/squares are envisioned within the xisting shopping center parking lots to llow for public events and safer vehicular novement.

	0	Residential Units/Acre		Residential Unit(s)	Residential Units Increase
1	9.96	2	19	3	16
2	10.09	2	20	3	17

Allowed

		Units/Acre	Units	Unit(s)	Increase	Increase
1	9.96	2	19	3	16	50
2	10.09	2	20	3	17	53
3	2.93	2	5	0	5	16
4	4.28	N/A	140	0	140	210
5	4.43	N/A	10	1	9	28
6	8.34	2	16	1	15	47
7	2.21	N/A	130	0	130	195*
8	10.06	2	20	4	16	50
9	2.02	2	2	0	2	7
10	4.11	2	8	0	8	25
11	20.18	2	40	6	34	105
12	24.09	N/A	88	0	88	271
Total	102.7				481	1,060

Existing

BUILD-OUT ANALYSIS



Map 39: Potential Residential Build-out in Medlock

TRANSPORTATION PROJECTS





Medlock's primary east-west transportation routes are State Bridge and Abbotts Bridge Roads. Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, State Bridge Road from the Whole Foods shopping center to the Chattahoochee River will be widened from four lanes to six lanes. In addition, under the TSPLOST, State Bridge Road from Medlock Bridge to Jones Bridge Road has been identified for capacity improvements (which may include road widening). One bridge improvement/replacement project was identified on State Bridge over the Chattahoochee River.

Abbotts Bridge Road is currently under construction by the Georgia Department of Transportation (GDOT) to widen the two-lane roadway to four lanes to accommodate the increase in use. The project starts at Jones Bridge Road and extends to the Chattahoochee River, and includes landscaped medians and ten-foot-wide trails on both sides of the roadway. The bridge crossing at the Chattahoochee River will also be replaced with a wider bridge to accommodate the four lanes and sidewalk crossings.

Medlock Bridge Road is both the City's and Medlock's primary north-south arterial. Under TSPLOST, the intersection of Medlock Bridge and State Bridge Roads has been identified for improvements to reduce traffic congestion and improve traffic safety. Capacity improvements (which may include road widening) to reduce traffic congestion has also been identified for Medlock Bridge Road from the Chattahoochee River to McGinnis Ferry.



The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Roundabout at Wilson and Parsons Roads;
- Roundabout at Bell Road and new Bell Road Connector;
- · Roundabout on Parsons Road at the entrance of Glenhurst;
- Roundabout at Old Alabama and Buice Roads;
- Left-turn lanes on Parsons Road at Wilshire Chase Drive, Hampstead Way, Stonefield Landing and Highgate Manor Court;
- Right-turn lane on Parsons Road into Stonegrove Overlook.

TRANSPORTATION PROJECTS



Map 40: Transportation Projects in Medlock

SIDEWALKS AND TRAILS PROJECTS







Sidewalks and trails exist along Medlock Bridge and State Bridge Roads. Sections of sidewalks and trails have also been built along Parsons, Bell, Boles, and Wilson Roads. However, in general, the Medlock Community Area lacks fully-connected sidewalks and trails that allow residents to walk/bike to neighborhood schools, local shopping, and religious institutions. To ensure the existing sidewalk and trail sections can be fully utilized, it is recommended that the City take a more proactive stance on sidewalks and trails by funding and installing the many missing sections within Medlock over the next ten years.

Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 55 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Georgia Department of Transportation (GDOT) will fund a new ten-foot-wide trail along Abbotts Bridge Road as part of the current roadway widening project, and in 2017, the City funded completion of the missing sections of trail along Parsons Road, between Medlock Bridge and Abbotts Bridge Roads.

The Citizens Advisory Committee (CAC) recommends completing missing sections of sidewalks and trails along Medlock Bridge, Parsons, Wilson, and Boles Roads. The CAC also suggested providing a trail from Old Alabama Road to State Bridge Road along the western side of the Perimeter Church property to promote greater transportation options for local trips by walking, biking and the use of PTVs. Similarly, Old Medlock Bridge Road should be extended as a trail through the Medlock Bridge shopping center, and to Johns Creek High School, offering residents and students alternative ways to walk/bike from neighborhood subdivisions to the community's shopping and schools without having to walk along heavily traveled roadways. Pedestrian underpasses should be provided at the intersection of State Bridge and Medlock Bridge Roads, to allow safe pedestrian passage to schools and shopping at the City's busiest intersection.

SIDEWALKS AND TRAILS PROJECTS



Map 41: Trail Projects in Medlock



6.0

NEWTOWN

Boundary

The area of Newtown is generally bounded to the east by Jones Bridge and Barnwell Roads; to the south by Holcomb Bridge Road and the City of Roswell; to the west by Nesbit Ferry Road and the City of Roswell; and to the north by the City of Alpharetta.









History

Situated on lands once owned by the Cherokee Nation, the area of Newtown is crossed by one of the oldest roads in this part of Georgia. The path of Old Alabama Road appears on an 1832 survey map, but is thought to be older, used as a trade route to Cherokee towns and later traveled by settlers moving west. Street names of Barnwell, Holcomb, Scott, Brumbelow, Nesbit, and others are a reminder of families that once farmed the area. Originally served by several one-room schools, by the late 1920s the area's population had grown enough to build its own larger, consolidated school. Named Newtown, it was located on Old Alabama Road. Today, the old school building has been renovated into the Park Place Active Adult Senior Center.

Existing Conditions

Most of the residential subdivisions were developed in the 1980s and early 1990s, with the exception of Rivermont, which was designed and built from the late 1970s through the 2000s. Most of the residential subdivisions, including Chartwell and Mayfair, are typical of the late 20th century with curvilinear streets and highly landscaped entrances.

Anchored by the City's most active park, Newtown Park, the Newtown Community Area also contains three shopping centers. There are also three additional shopping areas along Holcomb Bridge Road, along Jones Bridge Road, and at the intersection of Old Alabama Road and Nesbit Ferry Road. Because of the abundance of retail shopping, two of the six shopping centers have high vacancy rates. The area is also home to Fire Station #63 and two religious institutions with private schools: St. Brigid and Mt. Pisgah. The area does not have any public schools.

Demographics

As of 2017, the Newtown Community Area is home to 13,333 residents, accounting for 15.7% of the City's population. Newtown's population saw 1.3% annual growth from 2010 to 2017, but the growth rate is expected to slow down.

There was no change to the Baby Boomer population from 2010 to 2017, but their population is expected to decline in the next five years. From 2010 to 2017, the Millennial population in Newtown grew from 2,608 to 2,720, or 0.6% annually, and their population is expected to keep growing.

75.9% of Newtown residents are Caucasian, the highest percentage in the City. Their population is expected to grow 3.7% in the next five years, which is also the highest Caucasian population growth in the City. Asians are the fastest growing group in Newtown, and their population is expected to grow 33% in the next five years.

67% of Newtown residents over age 25 hold a bachelor's degree or higher. Both the median household income (\$114,644) and the median home value (\$351,488) in Newtown are similar to the City overall (\$113,383 and \$368,725, respectively).



LAND USE



Current Land Use

Single-family residential is the most prominent land use in Newtown, at 75.4% of total land.

Commercial Office and Commercial Retail account for 0.7% and 4.5% of total land, respectively. The majority of these uses are located along Old Alabama Road and clustered around major intersections. Only a small amount of land (1.8%) is being used for Commercial Multi-Family.

Recreational uses comprise 10.4% of the land, including one public park and private golf and country clubs.

Currently, there are 34.7 acres of undeveloped land (1.4%) in this area.

NEWTOWN

96

LAND USE

Future Land Use

94.2% of future land use in Newtown will match current land use. A detailed buildout analysis is available on Pages 100-101.

Table 10: Land Use Change in Newtown (Acres)

Land Use Type	Current	Future	Change
Residential - 3 units or less	1,778.3	1,801.8	23.5
Residential - Multi-Family	43.7	43.7	0
Commercial - Office	17.2	22.1	5.0
Commercial - Retail/Shopping Centers	106.4	0	-106.4
Mixed-Use Low-Intensity	0	103.8	103.8
Schools, Religious, Municipal	137.5	143.6	6.1
Utilities	7.2	7.2	0
Recreation - Public	52.6	52.6	0
Recreation - Private	201.7	201.7	0
Undeveloped	34.7	2.8	-31.9



Map 44: Future Land Use in Newtown

VISION

The vision for the Newtown Community Area is to remain a premier residential community by enhancing the quality of the public infrastructure and roadways, and by rezoning existing shopping centers along Old Alabama Road (at both Haynes Bridge and Jones Bridge Roads) to mixed-use, to attract private investment to transform this area into a traditional village with low-intensity mixed uses. It is also envisioned that the suburban shopping center located along Holcomb Bridge Road will be rezoned to mixed-use, to attract private investors willing to transform the shopping center into a walkable, low-intensity mixed-use area with local retail, office, residential, and public spaces that would showcase this southern gateway into the City from Roswell and GA 400. A local area study should be conducted to plan for the redevelopment of at least one existing shopping center. The plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

New infill housing developments should be limited to single-family detached homes at three units/acre and up to three stories in height. New mixed-use development will be limited to eight residential units/acre and no more than three stories in height.

It is envisioned that the Newtown Community Area will become more pedestrian- and bike-friendly with the completion of missing sidewalks and trails to connect existing schools, shopping, subdivisions, religious institutions, and Newtown Park.

Preservation of the community's historic properties and/or buildings should be encouraged through the adoption of a Historic Preservation Ordinance that requires any land development to incorporate the reuse and preservation of the historic property.







VISION



BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The build-out analysis shows that the Newtown Community Area has the capacity for 616 additional residential units.

Commercial Build-out Analysis

The Jones Bridge Promenade shopping center is currently half vacant and three out-parcels are still to be developed. Due to its proximity and connectivity to the Autry Township residential subdivision, it is envisioned that, over time, this shopping center could transform into a small village setting offering food and non-invasive entertainment venues. A public street system could be created with access to both Old Alabama and Jones Bridge Roads. A low-intensity mixed-use village center is envisioned at the intersection of Old Alabama and Haynes Bridge Roads, where there are currently three suburban shopping centers as well as Newtown Park. The vision calls for a local area study to determine possible layouts, with one of the three shopping centers being replaced with a traditional village green, surrounded by retail stores on the ground level, with a mix of residential housing and perhaps some live-work units. The village area would allow up to eight residential units per acre and up to three stories in height.

The Rivermont Square shopping center, located along Holcomb Bridge Road at the southern edge of the City, could be transformed by private investment. The vision is to replace the current shopping center configuration to be located closer to Holcomb Bridge Road, with parking located to the side or rear of the parcel, and buffered by a larger landscaped area protecting the Rivermont subdivision. The area is being designated as a lowintensity mixed-use village with up to eight residential units per acre and up to three stories in height.

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	1.04	3	3	0	3	10
2	6.79	3	20	2	18	56
3	16.38*	8	131	0	131	403
4	9.84	3	29	0	29	90
5	8.64	3	25	0	25	77
6	9.06	N/A	19	3	16	50
7	0.92	3	2	0	2	7
8	1.84	3	5	0	5	16
9	2.37	3	7	0	7	22
10	32.1	8	256	0	256	786
11	1.57	3	4	0	4	13
12	6.11	3	18	1	17	53
13	12.88*	8	103	0	103	317
Total	109.54				616	1,900

Table 11: Residential Build-out Analysis in Newtown

*This reflects the maximum area eligible for mixed-use development.

BUILD-OUT ANALYSIS



Map 45: Potential Residential Build-out in Newtown

TRANSPORTATION PROJECTS





Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, Haynes Bridge Road has been identified for capacity improvements (which may include road widening). There are also roadway improvements planned for Nesbit Ferry Road under the TSPLOST program, partnering with the City of Roswell, and for the lower portion of Barnwell Road where it intersects with Holcomb Bridge Road.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Reduce the sharp turn in the roadway as Barnwell Road turns into Jones Bridge Road, north of Barnwell Elementary School;
- Roundabout on Brumbelow Road at the intersection of Tuckerbrook Lane;
- Roundabout on Nesbit Ferry Road at the intersection of Rivermont Parkway;
- Left-turn lanes on Old Alabama Road at Haynes Bridge Road and Foxworth Drive;
- Left-turn lanes on Barnwell Road at Jacobean Entry, Aubusson Entry, Barnwell Elementary School, Peak Drive, Rivermont Parkway, Fairway Ridge Drive, Niblick Drive and Sandy Lane Drive;
- Right-turn lane from Holcomb Bridge Road to Barnwell Road.

Staff recommends the creation of local streets within the Kroger and Publix shopping centers at Haynes Bridge and Old Alabama Roads, should these shopping centers be redeveloped by private investors into a village center.



TRANSPORTATION PROJECTS





SIDEWALKS AND TRAILS PROJECTS





Sidewalks and trails exist along sections of Jones Bridge, Brumbelow, Barnwell, Haynes Bridge, and Old Alabama Roads. It is recommended that the City take a more proactive stance on sidewalks and trails by funding and installing the missing sections of sidewalks and trails within Newtown over the next ten years, so that the existing sidewalk and trail sections are more usable.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done, or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends preserving the residential character of the Newtown Community by completing the missing sections of sidewalks along Barnwell, Brumbelow, and Nesbit Ferry Roads to promote greater transportation options for local trips by walking, biking, and the use of PTVs.



SIDEWALKS AND TRAILS PROJECTS









Boundary

Ocee is generally bounded to the west by the City of Alpharetta; to the north by Abbotts Bridge Road; to the south by Jones Bridge Road and the subdivisions of West Morton Road; and to the east by the neighborhoods along Parsons Road and Medlock Bridge Road.



Map 48: Ocee Boundary







History

A story passed down from generations has the name Ocee originating from a similar Cherokee word that means home. Ocee was one of four historic cotton farming communities present in this area prior to the City of Johns Creek's incorporation. The thriving community center was located along Jones Bridge Road, south of the intersection with Route 120 (Kimball Bridge and Abbotts Bridge Roads) with several stores, a blacksmith shop, justice of the peace, cotton gin, churches, and a cannery. In the 1920s and 1930s, the cotton market was devastated by the boll weevil, and many farmers turned to producing livestock and poultry or truck farming to make a living. The Ocee Area experienced rapid growth with the expansion of Georgia 400 and creation of the large-scale Windward mixed-use development in the adjacent City of Alpharetta.

Existing Conditions

Existing residential subdivisions, such as Long Indian Creek, Colony Glen, and Willow Run, were built primarily in the 1970s and show signs of aging. There are still a few older homes on one-acre-plus parcels that are experiencing development pressure to build denser housing. Ocee has the largest number of small- to medium-scale residential subdivisions built primarily in the 1980s and 1990s.

Ocee has three major retail shopping centers. Two older retail shopping centers within Ocee are located at the State Bridge and Jones Bridge Roads intersection, and the Grande Pavilion shopping center is located at the State Bridge and Kimball Bridge Roads intersection. There is also typical suburban commercial sprawl occurring along State Bridge and Jones Bridge Roads. The Grande Pavilion and Goodwill shopping centers currently have high vacancy rates.

The Ocee Community Area has Ocee Park as well as two new neighborhood parks planned at East Morton Road and State Bridge Road. Ocee has three public schools: Ocee Elementary School, Taylor Road Middle School, and Chattahoochee High School.
Demographics

As of 2017, the Ocee Community Area is home to 16,780 residents, accounting for 19.8% of the City's population. Ocee's population saw 1.3% annual growth from 2010 to 2017, but the growth rate is expected to slow down.

The percentage of Baby Boomers (17.7%) is slightly lower than that of the City overall, and the population is expected to drop by 6.3% in the next five years. The Millennial population in Ocee grew from 3,908 to 4,105 from 2010 to 2017, and is expected to grow by 1.4% in the next five years.

While the Ocee Community Area is predominantly Caucasian (57.8%), its Caucasian population is expected to decrease in the next five years at 0.1% annually. Asians are the fastest growing group, and their population increased by 40.5% from 2010 to 2017. Over the next 10,000 five years, the Asian population is expected to continue to grow by 28.5%. 8,000

58% of Ocee residents have a bachelor's degree. The median household income is estimated to be \$102,734 in 2017. The median home value in Ocee is \$281,025, lower than that of the City overall (\$368,725).



LAND USE



Current Land Use

Single-family residential is the most prominent land use in Ocee, at 78.8% of total land.

Commercial Office and Commercial Retail account for 0.5% and 7.6% of total land, respectively. The majority of these uses are located along State Bridge and Jones Bridge Roads and are clustered around major intersections. A small amount of land (2.1%) is being used for Commercial Multi-Family.

Schools, Religious, and Municipal uses make up 6.6% of the land. Recreational uses only consume 2% of the land.

Currently, there are 27.9 acres of undeveloped land (1.4%) in this area.

Map 49: Current Land Use in Ocee

LAND USE

Future Land Use

Apart from residential density reduction, 97.8% of future land use in Ocee will match current land use. A detailed build-out analysis is available on Pages 114-115.

Table 12: Land Use Change in Ocee (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	0.9	0	-0.9
Residential - 2 units or less	1.4	0	-1.4
Residential - 3 units or less	1,330.4	1,561.7	231.4
Residential - 4 units or less	144.7	0	-144.7
Residential - 5 units or more	77.1	0	-77.1
Commercial - Multi-Family	40.8	40.8	0
Commercial - Office	9.7	16.1	6.4
Commercial - Retail/Shopping Centers	149.3	112.2	-37.0
Mixed-Use Low-Intensity	0	35.9	35.9
Schools, Religious, Municipal	130.6	124.3	-6.3
Utilities	7.9	7.9	0
Recreation - Public	40.1	40.1	0
Agricultural	12.9	12.9	0
Undeveloped	27.9	21.7	-6.3



Map 50: Future Land Use in Ocee

VISION

The vision for the Ocee Community Area is to become the City's premier western gateway from GA 400 by enhancing the quality of public infrastructure and roadways, and by rezoning the shopping center at Kimball Bridge and State Bridge Roads to attract private investment, transforming the outdated retail complex into a walkable, low-intensity, mixed-use complex with offices and residences. This could be accomplished by developing a public greenway that leads into the commercial heart of the community at Jones Bridge and State Bridge Roads. It is envisioned that the Goodwill shopping center could be rezoned to attract private investors that would transform it into an upscale suburban village with local retail shops, restaurants, and low-intensity housing, situated around a public square connecting to the Abberly Towneship community adjoining it to the east.

Specific area plans for the Ocee Community Area should be developed for the areas that may tranform into village centers at Kimball Bridge and State Bridge Roads as well as Jones Bridge and State Bridge Roads. The plans would guide the private sector in the amenities desired by the community, as well as the City's design standards.

New low-intensity mixed-use development will be limited to eight residential units/acre and no more than three stories in height. A local area study should be conducted to plan for the redevelopment of at least one existing shopping center. The plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

New infill housing developments should be limited to single-family detached units up to three units/acre and three stories in height.

It is envisioned that the entire community will become more pedestrian- and bike-friendly with the completion of missing sidewalks and trails to connect the schools, shopping, and subdivisions with Ocee Park, Alpharetta's Webb Bridge Park, and the City's newlyplanned Morton Road and State Bridge Road Parks.

Preservation of the community's historic properties and buildings should be encouraged through the adoption of a Historic Preservation Ordinance that requires any land development to incorporate the reuse and preservation of the historic property.







VISION



















BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07).

The build-out analysis shows that the Ocee Community Area has the capacity for 382 additional residential units.

Potential

436

47

22

13

443

25

56

62

56

19

1.179

Population Increase

Potential

20

18

6

382

Commercial Build-out Analysis

The Grande Pavilion shopping center has the highest retail vacancies in the City. Its location is hampered by land immediately to the west of the parcel located in the City of Alpharetta, which physically blocks its view from the street as visitors enter the City of Johns Creek. Also, there is no physical access into the complex when driving south on Kimball Bridge Road. Lastly, out-parcels block the view of the complex from State Bridge Road. It is envisioned that the complex, in the future, could be redeveloped into a mix of office and residential uses connected to the Kroger and Goodwill shopping centers east of this site via a trail system.

The Goodwill shopping center also has longterm store vacancies. Its prime location adjacent to Abberly Township residential subdivision would make it an ideal small village setting that could support a town park, cinema, small local retail shops and restaurants with residential units above, or townhomes adjacent to the Abberly Township subdivision.

			Residential Units/Acre	Residential Units	Residential Unit(s)	Residential Units Increase	
	1	17.82	8	142	0	142	
	2	5.47	3	16	1	15	
	3	2.9	3	8	1	7	
4	4	1.47	3	4	0	4	
	5	18.06	8	144	0	144	
(5	3.74	3	11	3	8	
	7	6.08	3	18	0	18	

Existing

2

1

0

Allowed

22

19

6

Table 13: Residential Build-out Analysis in Ocee

Acreage Allowed

3

3

3

7.35

6.47

2.06

71.42

No.

8

11 **Total**

BUILD-OUT ANALYSIS



Map 51: Potential Residential Build-out in Ocee

TRANSPORTATION PROJECTS





Ocee's east-west transportation routes are State Bridge and Abbotts Bridge Roads. Over the past ten years, the City has experienced increased traffic along all of its east-west arterials. Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, State Bridge Road has been identified for capacity improvements (which may include road widening) from Kimball Bridge Road to Medlock Bridge Road. The Georgia Department of Transportation (GDOT) has improvements underway on Kimball Bridge Road and Abbotts Bridge Road, as both roadways are being widened and ten-foot-wide sidewalks are being added along both sides.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Roundabout on Taylor Road at the entrance to Chattahoochee High School;
- Roundabout on East Morton at the entrance to the Atlanta Chinese Christian Church North.

Staff recommends the creation of local streets through the existing parking lots of the Goodwill shopping center, the Kroger shopping center, and the Grand Pavilion shopping center – if the centers are redeveloped by private investors into neighborhood villages – to help reduce traffic problems within the shopping centers' parking lots, as drivers cut through them to avoid nearby traffic signals.



TRANSPORTATION PROJECTS



Map 52: Transportation Projects in Ocee

SIDEWALKS AND TRAILS PROJECTS







Sections of sidewalks and trails exist along Jones Bridge, Abbotts Bridge, State Bridge, and Morton Roads. However, in general, the Ocee Community Area lacks fully-connected sidewalks and trails to allow residents to walk/bike to neighborhood schools, shopping, and the Fulton County library.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

Abbotts Bridge and Kimball Bridge Roads will be receiving ten-foot-wide trails through road widening projects currently funded through the Georgia Department of Transportation.

The Citizens Advisory Committee (CAC) recommends preserving the residential character of the Ocee Community by completing the missing sections of sidewalk along Jones Bridge Road. Another recommended trail is along the Georgia Power easement connecting the Grande Pavilion shopping center, the Goodwill shopping center and the two planned parks at East Morton Road and State Bridge Road to promote greater transportation options for local trips by walking, biking, and the use of PTVs.

SIDEWALKS AND TRAILS PROJECTS



Map 53: Trail Projects in Ocee





RIVER ESTATES

Boundary

The River Estates Community Area is generally bounded to the east and south by the Chattahoochee River, to the north by Old Alabama Road, and to the west by Barnwell Road.



Map 54: River Estates Boundary







History

A Native American fishing dam still visible near the Atlanta Athletic Club is a reminder of the past when the Cherokee, and Creek before them, hunted the woodlands and waterways here. Later, the bottom land along the river was prized for farming. In the 1820s, George Waters, one of the wealthiest Cherokee farmers, had a plantation in this Community Area with a ferry connecting the U.S. to the Cherokee Territory. After the Cherokee were relocated, families like the Howells, Grahams, then Summerours, and Medlocks had large farms on the land along this section of the Chattahoochee. Farming continued in this area even as Atlanta Athletic Club members started moving northward out of Atlanta in the late 1960s – soon followed by the relocation of the club's facilities to its current site. In 1985, famous golf icon Jack Nicklaus came to Metro Atlanta to design his first golf course, and discovered the beautiful rolling farmland and forests of what is today Johns Creek. Partnering with Bob Sierra, they created the Country Club of the South, and these two clubs soon attracted premier residential subdivisions to the area as well. Today, the area is known as one of the most affluent and prestigious locations in Metro Atlanta in which to reside.

Existing Conditions

The River Estates Community Area is dominated by the Country Club of the South subdivision. Most of the residential subdivisions were developed in the 1980s and early 1990s, and are characteristic of residential subdivisions of the late 20th century, with highly landscaped entrances and curvilinear streets leading to upscale brick and stone architecturally designed homes.

There are two private golf courses (the Atlanta Athletic Club and the Country Club of the South) and one public golf course. The Atlanta Athletic Club has a strong membership base in the Thornhill, Prestwick, and River Club residential neighborhoods.

The only commercial area is Camden Village, located at the intersection of Jones Bridge Road and Old Alabama Road. This area does not have any public parks although Autrey Mill Nature Preserve is adjacent, and is home to one public school: Barnwell Elementary School.

Demographics

As of 2017, the River Estates Community Area is home to 4,942 residents, accounting for 5.8% of the City's population. River Estates' population saw 0.8% annual growth from 2010 to 2017, but the growth rate is expected to slow down.

River Estates has the City's highest percentage of Baby Boomers (26.7%) and the lowest percentage of Millennials (16.6%). In the next five years, the Millennial population is expected to decline at 3.9% annually, the highest in the City.

75.5% of River Estates residents are Caucasian, the second highest percentage in the City. Their population is expected to keep growing in the next five years, but at a slower rate. Asians are the fastest growing group in River Estates, and their population is expected to grow 4.9% annually in the next five years.

68% of River Estates residents over age 25 hold a bachelor's degree or higher. The median household income is estimated to be \$169,537 in 2017, the highest in the City. The median home value in River Estates is \$656,854, the highest in the City.



LAND USE

Current Land Use

Single-family residential is the most The only commercial area is Camden prominent land use in River Estates, at 56.9% of total land.

Recreational uses account for 38.6% of total land, with the majority dedicated to golfing facilities.

Village, located at the intersection of Jones Bridge Road and Old Alabama Road. It only accounts for 0.2% of total land.

Currently, there are 87.2 acres of undeveloped land (3.3%) in this area.



Map 55: Current Land Use in River Estates

LAND USE

Future Land Use

Apart from residential density reduction, 97.8% of future land use in River Estates will match current land use. A detailed build-out analysis is available on Page 127.

Table 14: Land Use Change in River Estates (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	1,486.2	1,577.5	91.3
Residential - 3 units or less	79.6	0	-79.6
Commercial - Retail/Shopping Centers	5.5	5.5	0
Schools, Religious, Municipal	22.3	22.3	0
Utilities	8.6	8.6	0
Recreation - Public	188.3	188.3	0
Recreation - Private	820.3	820.3	0
Undeveloped	87.2	0	-87.2



VISION













The vision for the River Estates Community Area is to remain a premier residential community by enhancing the quality of public infrastructure and roadways, and by completing sidewalks and trails that will connect pedestrians to the area's schools, library, and the Autrey Mill Nature Preserve and Heritage Center.

The River Estates Community Area has one small commercial area located within its boundaries; however, sidewalks and trails should connect its residents to shopping located in the adjoining Newtown and Medlock Community Areas.

New infill housing developments should be limited to single-family detached homes at one unit/acre and up to three stories in height. Conservation subdivision zoning should be encouraged to preserve agricultural lands by requiring 50 to 75 percent of the land be placed in a conservation land trust, while developing the balance of land in a sustainable and environmentally friendly manner.

RESIDENTIAL BUILD-OUT ANALYSIS

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07).

The build-out analysis shows that the River Estates Community Area has the capacity for 97 additional residential units.

The residential build-out analysis provides Table 15: Residential Build-out Analysis in River Estates

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	5.82	1	5	0	5	16
2	77.06	1	77	0	77	237
3	19.83	1	19	4	15	47
Total	102.71				97	300



Map 57: Potential Residential Build-out in River Estates

TRANSPORTATION PROJECTS





The River Estates Community Area's east-west transportation route is Old Alabama Road. Over the past ten years, the City has experienced increased traffic along all of its east-west arterials, including Old Alabama Road. Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, Old Alabama Road has been identified for capacity improvements (which may include road widening) from Jones Bridge Road to Medlock Bridge Road and for bridge repair/replacement work over Sal's Creek and Johns Creek, both located on Old Alabama Road.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Reduce the sharp turn in the roadway as Barnwell Road turns into Jones Bridge Road, north of Barnwell Elementary School;
- Roundabout on Old Alabama Road at the entrance to the Falls of Autry Mill;
- Roundabout on Old Alabama Road at the entrance to Autrey Mill Middle School;
- Roundabout at Old Alabama and Spruill Roads;
- Roundabout on Old Alabama Road at the entrance to the Thornhill subdivision;
- Roundabout at Old Alabama and Buice Roads;
- Left-turn lanes on Old Alabama Road at Foxworth Drive;
- Left-turn lanes on Barnwell Road at Jacobean Entry, Aubusson Entry, Barnwell Elementary School, Peak Drive, Rivermont Parkway, and Fairway Ridge Drive.



TRANSPORTATION PROJECTS



Map 58: Transportation Projects in River Estates

SIDEWALKS AND TRAILS PROJECTS





Sidewalks and trails currently exist along sections of Medlock Bridge, Jones Bridge, Barnwell, and Old Alabama Roads, but in general, the River Estates Community Area lacks fully-connected sidewalks and trails on any of its roads that would allow residents to walk to neighborhood schools, shopping, and religious institutions.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends preserving the residential character of the River Estates Community by completing missing sections of sidewalks and trails along Old Alabama, Jones Bridge, Barnwell and Medlock Bridge Roads to promote greater transportation options for local trips by walking, biking, and the use of PTVs.

SIDEWALKS AND TRAILS PROJECTS



Map 59: Trail Projects in River Estates







Boundary

Shakerag is bounded to the north by Forsyth County, to the east by the Chattahoochee River, to the south by Bell and Boles Roads, and to the west by Tech Park.









History

The Shakerag Community Area has some of the city's richest history and the largest number of historic properties. A Native American town site (Suwanee Old Town) and mounds appear on early maps of the area. When an 1818 treaty moved the border of the Cherokee Nation to this section of river, "Indian Countrymen" owning ferries, businesses, and large farms populated the area. Perhaps the best known is John Rogers, whose sons played key roles advocating for Cherokee land rights, negotiating treaty terms, and oversaw the New Echota treaty settlement. John's home and that of his son William Rogers still stand in Shakerag. About two miles west of the McGinnis/Collins ferry, along an old route used by traders and settlers, was the settlement of Sheltonville, later given the nicknamed "Shakerag". The discovery of a gold nugget in the 1840s, led to several mines dug and an influx of prospectors panning Cauley Creek and other area streams for gold. Sheltonville grew with the activity boasting several stores, churches, a cotton gin, grist mill, blacksmith shop, and an abundance of saloons. In 1864, Shakerag was the site of a brief Civil War skirmish. Otherwise, it remained a rural farming community with many residents descendants of the original settlers. A 1962 booklet published by the Sheltonville-Shakerag Community Club ends with a note of pride in Shakerag having two paved roads and hopes for future growth.

Existing Conditions

While one of the earliest areas in Metro Atlanta to develop, it is the last area within the City of Johns Creek to feel the pressures of development. The Shakerag area currently consists of wooded country roads and pastoral fields adjacent to large- and small- scale residential subdivisions. This area currently has no retail shopping center, but new commercial development is encroaching into the area at the intersection of Bell and McGinnis Ferry Roads. As residential subdivisions continue to be developed in adjacent Forsyth County, the area will receive more through traffic along Bell Road as commuters look for the fastest way to go to work.

The Community Area is served by Fire Station #62. It is also home to two public schools: Shakerag Elementary and River Trail Middle School. Woodward Academy, a regional private school, is also located in Shakerag. Shakerag Park is situated off of Rogers Circle, and adjoins undeveloped land owned by the National Park Service.

Demographics

As of 2017, the Shakerag Community Area is home to 7,656 residents, accounting for 9% of the City's population. Shakerag's population saw 2.6% annual growth from 2010 to 2017, the second highest in the City, and the growth rate is expected to keep up in the next five years.

The percentage of Baby Boomers (14.4%) is slightly lower than that of the City overall, and their population is not expected to grow in the next five years. The Millennial population in Shakerag dropped from 1,650 to 1,569 from 2010 to 2017, but is expected to grow slightly by 0.83% in the next five years.

35.8% of Shakerag residents are Caucasian, the lowest percentage in the City. 53.5% of Shakerag residents are Asian, and they are also the fastest growing group. The Asian population is expected to continue to grow by 25% in the next five years.

Shakerag residents have a higher education level than the City overall. Both the median household income (\$122,770) and the median home value (\$364,857) are similar to the City as a whole (\$113,383 and \$368,725, respectively).



LAND USE



Current Land Use

Single-family residential is the most prominent land use in Shakerag, at 53.5% of total land.

Currently, there is no Commercial Multi-Family in this area.

Recreational and agricultural uses consume 18.6% and 6.5% of the land, respectively. Schools, Religious, and Municipal uses make up 3.9% of the land.

Currently, there are 516.3 acres of undeveloped land (17%) in this area.

LAND USE

Future Land Use

Apart from residential density reduction, 76.5% of future land use in Shakerag will match current land use. The majority of land use changes will be to convert undeveloped and agricultural land to residential.

A detailed build-out analysis is available on Pages 140-141.

Table 16: Land Use Change in Shakerag (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	0	2,320.2	2,320.2
Residential - 3 units or less	1,624.9	0	-1,624.9
Commercial - Office	0.5	7.2	6.7
Commercial - Retail/Shopping Centers	6.0	9.8	3.8
Mixed-Use Low-Intensity	0	9.2	9.2
Schools, Religious, Municipal	117.9	117.1	-0.8
Utilities	8.8	8.8	0
Recreation - Public	565.7	565.7	0
Agricultural	197.9	0	-197.9
Undeveloped	516.3	0	-516.3



VISION

The Shakerag Community Area will remain a premier residential community by maintaining its rural nature, developing two City parks (Cauley Creek and Bell/Boles), and constructing both a new pedestrian bridge over the Chattahoochee River that will connect to Gwinnett County's park system, and a new recreational trail along the Chattahoochee River between McGinnis Ferry and Abbotts Bridge Roads. Also envisioned is the completion of sidewalks and trails along Bell, Rogers Bridge, Rogers Circle, and Boles Roads that will connect pedestrians to their community's schools, parks, and local shopping along Medlock Bridge and McGinnis Ferry Roads.

Commercial and mixed-use development will be limited to the western corner of the McGinnis Ferry and Bell Roads intersection, with low-intensity mixed-use development limited to eight residential units/acre and no more than three stories in height.

New infill housing developments should be limited to single-family detached homes at one residential unit/acre and up to three stories in height. Conservation subdivision zoning should be encouraged to preserve agricultural lands by requiring 50 to 75 percent of the land be placed in a conservation land trust, while developing the balance of land in a sustainable and environmentally-friendly manner.

Preservation of the community's historic properties and/or buildings should be encouraged through adoption of a Historic Preservation Ordinance that requires any land development to incorporate the reuse and preservation of the historic property.







VISION



















BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The build-out analysis shows that the Shakerag Community Area has the capacity for 1,204 additional residential units, although full build-out is unlikely to occur in the next 10 years, if ever.

Commercial Build-out Analysis

The western corner of the McGinnis Ferry and Bell Roads intersection is currently vacant land, and it is envisioned that some residential, office, and restaurant uses may be desirable at this location. The site should be developed as a cohesive community, with open public space available for residents of the area to gather. Pedestrian walkways should be incorporated into the development to connect to the nearby residential subdivisions.

New retail, offices, and restaurants are currently under construction in the Brookmere mixed-use community, along McGinnis Ferry Road and the eastern side of Bell Road.

Table 17: Residential Build-out Analysis in Shakerag

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	12.36	1	12	2	10	31
2	9.21	8	73	0	73	28
3	36.56	N/A	73	0	73	225
4	2.72	1	2	0	2	7
5	8.43	N/A	24	0	24	74
6	60.32	N/A	206	0	206	633
7	93.9	N/A	160	0	160	492
8	192.82	N/A	192	16	176	541
9	2.98	1	2	0	2	7
10	76.52	1	76	2	74	228
11	30.06	1	30	1	29	90
12	11.45	1	11	0	11	34
13	2.07	1	2	0	2	7
14	16.09	1	16	0	16	50
15	9.61	N/A	5	0	5	16
16	344.97	1	344	3	341	1047
Total	910.07				1,204	3,707

BUILD-OUT ANALYSIS



TRANSPORTATION PROJECTS







The Shakerag Community Area faces the greatest transportation challenges due to future development of Cauley Creek Park, the development of farmland in Shakerag into residential subdivisions, and new large-scale residential subdivisions being developed in southern Forsyth County.

A transportation study was initiated in 2017 to study the impacts of new residential development and the new park, while maintaining the rural nature of the existing roads. The City is also working with Gwinnett County to build a new pedestrian trail bridge where the remains of Rogers Bridge currently exist, thus connecting the City's trails and parks with Gwinnett County's trails and parks. One bridge improvement/replacement project was identified on Bell Road over Chattahoochee River.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Realign Rogers Bridge Road to connect with the southern intersection of Rogers Circle to improve traffic safety;
- Roundabout on Bell Road at the entrance to the Bell Connector Road;
- Roundabout on Bell Road at the entrance to the new Cauley Creek Park;
- Roundabouts on Bell Road at the intersection with Rogers Circle at both north and south intersections.

Staff recommends eliminating curb and gutter requirements on all existing two-lane roadways, to maintain the rural nature of the community and to reduce the volume of stormwater runoff into the City's stormwater drainage system.

TRANSPORTATION PROJECTS



SHAKERAG 143

SIDEWALKS AND TRAILS PROJECTS







Sidewalks and trails exist along McGinnis Ferry Road and sections of Bell, Boles, Rogers Circle, and Rogers Bridge Roads. It is recommended that the City take a more proactive stance on sidewalks and trails by funding and installing the missing sections of sidewalks and trails in Shakerag over the next ten years, so that the existing sidewalk and trail sections are more usable.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends preserving the rural and residential character of the Shakerag Community by completing missing sections of sidewalks and trails along Bell, Rogers Circle and Rogers Bridge Roads to promote greater transportation options for local trips by walking, biking, and the use of PTVs.

The City is also working on a long-term plan to develop a recreational trail along the Chattahoochee River, from Abbotts Bridge Road to McGinnis Ferry Road, through the three National Park Service parks that exist in Shakerag, and via conservation and trail easements through existing privately-held properties.
SIDEWALKS AND TRAILS PROJECTS



Map 65: Trail Projects in Shakerag

Reserve@JohnsCreekWalk Oaks@JohnsCreekWalk Regency@JohnsCreekWalk





BACKGROUND

Boundary

Technology Park is located in the central and northernmost section of the City. It is bounded to the north by Forsyth County, to the west by Johns Creek, to the south by Abbotts Bridge and Bell Roads, and to the east by the Shakerag Community Area.



Map 66: Tech Park Boundary

BACKGROUND







History

The area now known as Technology Park of Johns Creek was originally the farmlands of the Findley family. Inspired by Technology Park/Atlanta, Tech Park Johns Creek was developed in the mid-1980s at the intersection of McGinnis Ferry and Medlock Bridge Roads as a suburban work, shop, and live office park. Half of the development lies in Forsyth County outside of the City of Johns Creek. The 500-plus acres feature a park-like setting with low- and mid-rise office buildings, retail stores, residential subdivisions, The Standard Golf Club, recreational and municipal uses.

Existing Condition

The businesses in Technology Park of Johns Creek employ more than 10,000 employees, and boast nearly six million square feet of developed office and industrial space. The office park is home to global company leaders such as Alcon, Ebix, State Farm, Nordson Corporation, Bomgar, Teradata, and Perkin Elmer, as well as Emory Johns Creek Hospital.

In 2017, the City purchased an existing three-story office building, and 26 acres of adjoining land anchored by two lakes. The City is renovating the aging 1997 office building to become the new City Hall, and transforming the lakes into a linear park. Several office buildings and retail buildings have recently sold, while others have been on the market for more than two years. There are a few remaining vacant parcels of land that were never developed.

Overall, the 1980s office park is in need of a makeover, as corporations are relocating their headquarters closer to Atlanta or "Inside the Perimeter," and/or closer to walkable areas with restaurants and entertainment, which have access to public transit or highways, such as the Cities of Alpharetta and Sandy Springs, or others with new City Centers.

BACKGROUND

Demographics

As of 2017, the Tech Park Community Area is home to 2,933 residents, accounting for 3.5% of the City's population. Tech Park's population saw 14.2% annual growth from 2010 to 2017, the highest in the City.

The percentage of Baby Boomers (13.1%) is much lower than that of the City overall, and their population is expected to drop by 6% in the next five years. The percentage of Millennials is slightly lower than that of the City as a whole, but their population is expected to grow by 21% in the next five years, the highest in the City.

Caucasians are not the majority in Tech Park, comprising 46% of the population. Asians are the fastest growing group, and their population is expected to continue to grow by 33% in the next five years. The Asian population is predicted to eclipse the Caucasian population in 2022.

65% of Tech Park residents over age 25 hold a bachelor's degree or higher. Both the median household income (\$100,737) and the median home value (\$299,742) are lower than the City overall (\$113,383 and \$368,725, respectively).



LAND USE



Current Land Use

Commercial office is the most prominent land use in Tech Park, at 42% of total land. Commercial retail makes up 7% of total land, primarily located along Medlock Bridge Road.

Single-Family Housing and Commercial Multi-Family make up 2.9% and 5.6%, respectively. Recreational uses comprise 31% of the land.

Currently, there are 80.7 acres of undeveloped land (8.4%) in this area.

LAND USE

Future Land Use

Apart from residential density reduction, 89.0% of future land use in Tech Park will match current land use. A detailed buildout analysis is available on Pages 154-155.

Table 18: Land Use Change in Tech Park (Acres)

Land Use Type	Current	Future	Change
Residential - 3 units or less	0	49.1	49.1
Residential - 4 units or less	19.2	0	-19.2
Residential - 5 units or more	8.6	0	-8.6
Commercial - Multi-Family	54.2	60.3	6.2
Commercial - Office	403.3	353.7	-49.6
Commercial - Retail/Shopping Centers	67.0	63.5	-3.5
Mixed-Use High-Intensity	0	98.5	98.5
Schools, Religious, Municipal	22.6	24.1	1.5
Utilities	4.1	4.1	0
Recreation - Public	20.4	20.4	0
Recreation - Private	280.7	280.7	0
Undeveloped	80.7	6.3	-74.4



Map 68: Future Land Use in Tech Park

VISION

The vision for Technology Park is to redevelop this suburban office park into a live-workplay destination for business owners who want to live in a premier residential community, have a short commute to their offices, and have an amenity-rich park at their business' front door.

The center, or core area, of Technology Park has been identified as the location of the City's new "Town Center." The area has been chosen not only because it could host both the new City Hall and a new city park, but also because it is surrounded by office buildings and surface parking lots that will support a lively town center. Importantly, it will be able to accommodate restaurants, entertainment venues, events, and festivals without negatively impacting any residential subdivisions. It is envisioned that by creating a master plan for Town Center, and rezoning the area to high-intensity mixed-use, the City will enhance its opportunities to attract new corporate businesses - expanding the City's health, wellness, educational and technology sectors. The area master plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

The high-intensity mixed-use area will be limited to 16 residential units/acre and no more than five stories in height with an exception to allow ten percent (10%) of the buildings to be built to a height of eight stories if they 1) build an iconic structure; 2) bring economic benefit to the City (i.e. create high-paying jobs); 3) reduce the impervious surface and 4) preserve at least 30% or more green space. There is a preference for housing geared towards Millennials and active adults (age 55+).

Outside of the high-intensity mixed-use area, new infill housing developments will be limited to single-family detached units up to three units/acre and three stories in height.

The City also has plans to connect the park and City Hall by extending Findley Road to Johns Creek Parkway, and creating a new Town Center "Main Street." Sidewalks and trails will also link the park and City Hall to a potential privately-funded arts, cultural, and civic events complex, where the City's symphony orchestra and chorale could perform, where community, cultural and commercial events could be held, and where theater and arts organizations could reside.







VISION



















BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07). The build-out analysis shows that the Tech Park Community Area has the capacity for 2,460 additional residential units, although full build-out is unlikely to occur in the next 10 years, if ever.

Commercial Build-out Analysis

The Tech Park office complex, while popular in the 1980s and 1990s, has lost favor with younger employees and corporations that currently seek walkable environments located adjacent to highways, public transportation, or both. The office buildings are aging and no longer provide Class A space. In addition, because the complex is so large and spread out, most employees still drive to eat lunch or run errands.

It is envisioned that the core area within Tech Park bounded by East Johns Crossing to the north, Medlock Bridge Road to the west, and Johns Creek Parkway to the east and south, will transform from a 1980s office complex into a 21st-century "Town Center." There would also be a walkable "Main Street" (the new Findley Road extension) that is lined with restaurants, entertainment venues, and new infill office buildings with residential units above, or located on land currently used as parking.

Table 19: Residential	Build-out Anal	vsis in Tech Park
rubic 15. Restacticiai	Duna-Out Anal	ysis ill i cell i ui k

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	6.16	N/A	75	0	75	231
2	278.41	3	835	0	835	2,564
3	68.12	16	1,088	0	1,088	3,341
4	26.1	16	417	0	417	1,281
5	21.21	N/A	45	0	45	139
Total	400				2,460	7,556

BUILD-OUT ANALYSIS



Map 69: Potential Residential Build-out in Tech Park

TRANSPORTATION PROJECTS





The Tech Park community's primary north-south transportation route is Medlock Bridge Road. Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, Medlock Bridge Road has been identified for capacity improvements (which may include road widening) from McGinnis Ferry Road to the Chattahoochee River in response to increased morning and evening rush hour traffic congestion.

The TSPLOST program also identifies the extension of Findley Road across Medlock Bridge Road, through the City's new linear park and connecting to Technology Circle at Johns Creek Parkway, adding more east-west connectivity. The third TSPLOST project identified in Tech Park is the Bell Road Connector to connect Tech Park to Bell Road providing additional roadway access to employees working in Tech Park.

The Citizens Advisory Committee (CAC) suggests feasibility studies for a roundabout at the intersection of Bell Road and Bell Connector Road.

Staff recommends the creation of a local two-lane street, through the existing parking lot at 12000 Findley Road, which will connect from Hospital Parkway to Findley Road along the back side of Emory Johns Creek Hospital. This street will improve safety and prevent drivers cutting through the parking lot to avoid the traffic signal at the Medlock Bridge Road and Hospital Parkway intersection.



TRANSPORTATION PROJECTS



Map 70: Transportation Projects in Tech Park

SIDEWALKS AND TRAILS PROJECTS





The Tech Park Community Area currently has sidewalks and trails that connect office buildings to retail stores and restaurants within the office park, as well as along McGinnis Ferry Road and sections of Findley Road. There is an existing trail, wrapping around the upper retention pond, that can be accessed from East Johns Crossing. It is used extensively by employees working in the park, and by nearby residents and fitness club members. The Johns Creek Walk trail is located along the west side of Medlock Bridge Road, starting at Hospital Way, and leads south to Abbotts Bridge Road. It winds through landscaping, sometimes 20 feet away from the edge of the road, providing a pleasant retreat from the heavily-traveled State Route 141/Medlock Bridge Road.

New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A good rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends completing missing sections of sidewalks and trails along Medlock Bridge, Johns Creek Parkway and Technology Circle and adding sidewalks and trails along the proposed Bell Road Connector and Findley Road Extension to promote greater transportation options for local trips by walking, biking, and the use of PTVs.



SIDEWALKS AND TRAILS PROJECTS



Map 71: Trail Projects in Tech Park



11.0

IMPLEMENTATION

IMPLEMENTATION

A plan without implementation has no results. The comprehensive planning process requires municipalities to formulate five-year action plans for the various elements of their plans. The journey to improve the quality of life for the residents of Johns Creek is by prioritizing and implementing the visions, and by creating a work plan. For the City of Johns Creek, those elements are:

- Land Use
- Economic Development
- Parks, Open Spaces, Natural Resources
- Pedestrian and Vehicular Transportation
- Community Facilities

Tables 20-24 describe the activities needed to be implemented over the next ten years in order to achieve the Comprehensive Plan's many visions. It identifies which City Department is responsible, how much each activity should cost, where the funding should come from, and when the activity should be undertaken.













LAND USE

Table 20: Community Work Programs (Land Use)

	Description			Time	Frame	e		Total
		2018	2019	2020	2021	2022	2023+	Cost
	1. Zoning Ordinance Rewrite	-						
1.1	Draft a Zoning Ordinance Text Amendment to amend Article XX, Conservation Subdivision Ordinance, to preserve AG-1 lands currently used for agricultural and/or private recreational uses from future residential development. The amendment should encourage 50% to 75% of the gross acreage to be preserved in perpetuity, allowing the balance of the gross acreage to be developed using the maximum number of lots allowed under the AG-1 Zoning District.	X						\$0*
1.2	Create a Unified Development Code by combining the City's zoning, tree, and sign ordinances with the City's stormwater and land development regulations.		Х	x				\$0*
	2. Design Guidelines							
2.1	Create Streetscape Design Guidelines for all local, collector, and arterial roadways within the City. Include sidewalk, trail, lighting, and amenity requirements.		Х					\$0*
2.2	Create specific architectural design guidelines for commercial development for the Mixed-Use Low-Intensity (MULI) designated area.			X				\$0*
2.3	Create specific architectural design guidelines for commercial development for the Mixed-Use High-Intensity (MUHI) designated area.			X				\$0*
2.4	Create specific architectural design guidelines for the town center redevelopment area.		Х					\$0*
	3. Rezoning							
3.1	Rezone the core area of Tech Park from M1-A, Manufacturing District, to MUHI, to encourage the redevelopment of Tech Park into a walkable town center.				X			\$0*
3.2	Rezone the Douglas Road/Jones Bridge shopping center located on the northwest side of Jones Bridge Road from C-1, Community Business District, to MULI, to encourage the redevelopment of this area into a mixed-use area.				X			\$0*
3.3	Rezone the Fresh Market/Kroger/Publix, Jones Bridge Promenade shopping centers, and Rivermont Square from C-1, Community Business District, to MULI, to encourage redevelopment into walkable community village areas.				X			\$0*
3.4	Rezone the Goodwill, Kroger, and Grande Pavilion shopping centers from C-1, Community Business District, to MULI, to encourage redevelopment into a walkable community village area.				X			\$0*

	Description			Time	Frame	e		Total
		2018	2019	2020	2021	2022	2023+	Cost
	4. Master Plan/Area Plan							
4.1	Develop a master plan for the core Tech Park that surrounds the new City Hall and City Park to create a walkable town center environment with a mix of housing, retail, and office spaces.		X					\$0*
4.2	Develop a master plan for the redevelopment of the Regal Cinema, Publix, and Fairway shopping centers to create a commercial marketplace area with restaurants and active entertainment, along with a town park and public square.				Х			\$0*
4.3	Develop a local area plan for the Fresh Market/Kroger/Publix shopping centers at the intersection of Old Alabama and Haynes Bridge Roads to create a walkable, village-like environment with a mix of housing, retail, and office spaces.				Х			\$0*
4.4	Develop a local area plan for the Jones Bridge Promenade shopping center to create a walkable, village-like environment with a mix of housing, retail, and office spaces.					X		\$0*
4.5	Develop a local area plan for Rivermont Square to create a walkable, village-like environment with a mix of housing, retail and office spaces.					X		\$0*
4.6	Develop a local area plan for the Goodwill, Kroger, and Grande Pavilion shopping centers to create a MULI, walkable, village-like environment with a mix of housing, retail, and office spaces.					X		\$0*
	Subtotal							\$0*

* In-house

ECONOMIC DEVELOPMENT

Table 21: Community Work Programs (Economic Development)

	ist the local business community to create a local brand identity for Medlock as the City's for marketplace area. ist the local business community to create a local brand identity for Newtown. ist the local business community to create a local brand identity for Ocee as the "GA 400 eway" into the City. opt a unified vision for the branding of the Shakerag area as the City's countryside area. opt a unified vision for the rebranding of Tech Park into an innovation park. Miscellaneous rk with the Public Art community to develop a public arts program to celebrate the unique racter of the various community areas, by identifying prime places within the community, major ersections, park entrances, etc. dy the potential redevelopment of the Medlock Bridge shopping center, which could incluce ating the commercial retail to Medlock Bridge Road and developing a passive neighborhood k at the site of the existing shopping center. ate a Johns Creek Development Authority to assist with the repositioning of Tech Park from			Time	Fram	е		Total
		2018	2019	2020	2021	2022	2023+	Cost
	1. Branding							
1.1	Assist the local business community to create a local brand identity for Medlock as the City's major marketplace area.					X		\$0*
1.2	Assist the local business community to create a local brand identity for Newtown.					X		\$0*
1.3	Assist the local business community to create a local brand identity for Ocee as the "GA 400 Gateway" into the City.					X		\$0*
1.4	Adopt a unified vision for the branding of the Shakerag area as the City's countryside area.					X		\$0*
1.5	Adopt a unified vision for the rebranding of Tech Park into an innovation park.		X	X				\$0*
	2. Miscellaneous							
2.1	Work with the Public Art community to develop a public arts program to celebrate the unique character of the various community areas, by identifying prime places within the community to locate prominent public art, such as roundabouts, major gateways into the community, major intersections, park entrances, etc.			X	X	X		\$0*
2.2	Study the potential redevelopment of the Medlock Bridge shopping center, which could include locating the commercial retail to Medlock Bridge Road and developing a passive neighborhood park at the site of the existing shopping center.						Х	\$0*
2.3	Create a Johns Creek Development Authority to assist with the repositioning of Tech Park from a dated 1980s office park to a thriving, innovative 21st-century work/live/play/dine park.	X	X					\$0*
2.4	Create a Commercial Improvement District with the property owners of Tech Park to support, promote, and maintain the rebranded image of the innovation park.	X	X					\$0*
	Subtotal							\$0*

* In-house

PARKS, OPEN SPACE, AND NATURAL RESOURCES

Table 22: Community Work Programs (Parks, Open Space, and Natural Resources)

	Description			Time	Frame	2		Total Cost	General Fund	Other
		2018	2019	2020	2021	2022	2023+		Portion	Funding Source(s)
	1. General	•						· · · · · · · · · · · · · · · · · · ·		
1.1	Revise and adopt new development regulations that require the use of stormwater best practices to reduce the use of retention ponds, catch basins, and roadway curbing and impervious surface areas to reduce the overall volume of stormwater channeled through the City's drainage system.	x						\$0*	\$0*	None
1.2	Revise and adopt new tree protection ordinance regulations that reduce the amount of clearcutting that is permitted during the development of vacant and undisturbed lands.		X					\$0*	\$0*	None
1.3	Adopt a no-idling policy to prevent City vehicles from idling more than three minutes. Post signage at all City parking facilities to remind employees.		X					\$0*	\$0*	None
1.4	Adopt the goal of creating an open greenspace/parks ratio of 10% of the City's total land area, to be retained as public land in perpetuity for the enjoyment of its citizens.		X					\$0*	\$0*	None
1.5	Become a certified Gold-level Green Community under the ARC's Green Communities program, by adopting policies that promote water and energy efficiency and conservation, recycling, and tree conservation efforts to ensure the long- term, park-like ambiance of the City.						х	\$0*	\$0*	None
1.6	Become designated as a Tree City USA community.						Х	\$0*	\$0*	None
	2. Autrey Mill Nature Preserve and Heritage Center									
2.1	Improve parking lot surface and install a bus turnaround.			X				\$120,000	\$120,000	None
2.2	Create an archery range with 16 target lanes and a small viewing shelter.						Х	\$50,000	\$50,000	None
2.3	Create new park wayfinding signage.			Х				\$10,000	\$10,000	None
2.4	Provide a second community pavilion.						Х	\$180,000	\$180,000	None
2.5	Add another 30 parking spaces for the new pavilion.						Х	\$28,000	\$28,000	None
2.6	Prepare a Forest Management and Wildlife Plan	X						\$10,000	\$10,000	None
2.7	Add another restroom facility.						Х	\$90,700	\$90,700	None

PARKS, OPEN SPACE, AND NATURAL RESOURCES

	Description			Time	Frame	e		Total Cost	General	Other
		2018	2019	2020	2021	2022	2023+		Fund Portion	Funding Source(s)
2.8	Add a check-in headquarters building with five parking spaces closer to the entrance.						Х	\$377,500	\$377,500	None
	3. Newtown Park									
3.1	Improve landscaping by adding shade trees.			X				\$17,500	\$17,500	None
3.2	Provide signage and wayfinding system.			X				\$20,000	\$20,000	None
3.3	Add lighting to tennis courts.				X			\$60,000	\$60,000	None
3.4	Add shade structure for tennis courts.				X			\$18,000	\$18,000	None
3.5	Add natural trail amenities such as benches, swings, etc.					X		\$14,300	\$14,300	None
3.6	Add soft-surface trails below the dam.					X		\$94,000	\$94,000	None
3.7	Expand Park Place Senior Center's bocce ball courts.				X			\$20,000	\$20,000	None
3.8	Add horseshoe pits to Park Place Senior Center.				X			\$1,000	\$1,000	None
3.9	Add shuffleboard courts to Park Place Senior Center.				X			\$5,000	\$5,000	None
3.10	Purchase a senior bus for Park Place Senior Center day trips.						Х	\$150,000	\$150,000	None
	4. Ocee Park									
4.1	Add restroom to serve lower field.	X						\$136,000	\$136,000	None
4.2	Convert tennis courts to pickle ball courts.			X				\$49,700	\$49,700	None
4.3	Add shade structure at new pickle ball courts.			X				\$12,000	\$12,000	None
4.4	Improve landscaping and add shade trees.				X			\$17,500	\$17,500	None
4.5	Construct an adventure playground for adults / children.				X			\$157,000	\$157,000	None
4.6	Add soft-surface nature trail.					X		\$94,000	\$94,000	None
4.7	Add nature trail amenities (benches, etc.).					X		\$14,300	\$14,300	None
4.8	Add wayfinding signage.					X		\$15,000	\$15,000	None
	5. Shakerag Park									
5.1	Add a wildlife observation deck/blind.					X		\$30,000	\$30,000	None
5.2	Add an ADA-compliant fishing pier.					X		\$50,000	\$50,000	None
5.3	Add a shade structure with ping pong tables.			X				\$28,000	\$28,000	None
5.4	Add playground (age 2-5) adjacent to the picnic structures.			X				\$45,000	\$45,000	None

PARKS, OPEN SPACE, AND NATURAL RESOURCES

	Description			Time	Frame	9	-	Total Cost	General	Other
		2018	2019	2020	2021	2022	2023+		Fund Portion	Funding Source(s)
5.5	Improve landscaping by adding shade trees.			X				\$17,500	\$17,500	None
5.6	Add a connector trail to the National Park Service land.					X		\$748,000	\$748,000	None
5.7	Add lights to artificial turf field.					X		\$361,200	\$361,200	None
5.8	Renovate existing baseball field.						Х	\$275,000	\$275,000	None
5.9	Add field lights to renovated baseball field.						X	\$175,000	\$175,000	None
5.10	Add nature trail seating and benches.				X			\$2,000	\$2,000	None
5.11	Add soft-surface trails.				X			\$192,000	\$192,000	None
	6. New Park/Recreational Facility Design and Construction	ĺ								
6.1	Design and build the Bell-Boles pocket park.	X	X					\$1,628,176	\$0	Park Bonds
6.2	Design and build the first phase of the new Cauley Creek/ Quail Hollow Park	X	X	X				\$16,000,000	\$0	Park Bonds
6.3	Design and build the rest of the new Cauley Creek/Quail Hollow Park				X	X		\$12,000,000	\$12,000,000	None
6.4	Design and build the new Morton Road Park	X	Х					\$3,146,452	\$0	Park Bonds
6.5	Design and build the new State Bridge Pocket Park.	X	Х					\$2,463,089	\$0	Park Bonds
6.6	Design and construct the new linear "City Park" adjacent to the new City Hall property.	X	X	X				\$6,250,000	\$0	Park Bonds
6.7	Study renovating the existing reclamation facility into an indoor recreational facility.						Х	\$40,000	\$0	Park Bonds
6.8	Renovate the existing House at Quail Hollow into a new community center for the City.			X				TBD	TBD	TBD
6.9	Develop a Chattahoochee River Trail Master Plan				Х			TBD	TBD	TBD
6.10	Create a multi-use trail along the Chattahoochee River from Abbotts Bridge Road to McGinnis Ferry Road.					X	Х	TBD	TBD	TBD
	7. Potential Land Acquisition									
7.1	Acquire land as it becomes available in areas underserved by parks or that would complement the City's park system.	X	X	X	X	X	X	TBD	TBD	TBD
	Subtotal							\$45,212,917	\$15,685,200	

Table 23: Community Work Programs (Pedestrian and Vehicular Transportation)

	Description			Time	Frame			Total Cost	General	Other
		2018	2019	2020	2021	2022	2023+		Fund Portion	Funding Source(s)
	1. General									
1.1	Upgrade the traffic signalization system to better synchronize the traffic signals along all of the major roadways within the City.	X	X	Х	X	x	X	\$2,500,000	\$2,500,000	None
1.2	Improve pedestrian safety by installing safe crosswalks at roadway intersections and entrances to subdivisions, schools, shopping centers, parks, and religious centers.	X	X	Х	X	X		TBD	TBD	TBD
1.3	Utilize traffic calming policy to improve safety with neighborhoods.	Х	X	Х	X	X	X	\$1,000,000	\$1,000,000	None
	2. New Road Design and Construction									
2.1	Design and construct the Bell Road connector from the Bellmoore Park roundabout to Johns Creek Parkway.					X		\$2,500,000	\$0	TSPLOST
2.2	Design and construct the extension of Findley Road with sidewalks to go across Medlock Bridge Road, through the new "City Park," alongside the new City Hall property, and to connect with Johns Creek Parkway.		X	Х	X			\$7,500,000	\$0	TSPLOST
2.3	Design and construct a loop roadway from Hospital Way through the existing old City Hall property parking lot, between the new Memory Care facility and the Ebix facility, to connect with the Emory Johns Creek Hospital driveway.					x		\$6,000,000	\$6,000,000	None
	3. Road Widening									
3.1	Widen McGinnis Ferry Road from two lanes to four lanes, creating a four-lane parkway with a landscaped and treed median from Douglas Road to Sargent Road.	X	X	Х	X	X		\$48,000,000	\$4,500,000	TSPLOST, Forsyth, Alpharetta, GDOT
3.2	Widen Abbotts Bridge Road from Jones Bridge Road to Parsons Road, and add sidewalk or trail along both sides of Abbotts Bridge Road.	X						\$17,630,000	\$0	GDOT
3.3	Widen Abbotts Bridge Road from two to four lanes between Parsons and Medlock Bridge Roads with a ten-foot-wide trail on one side and a sidewalk on the other.	X	X	X	X			\$17,630,000	\$0	GDOT

	Description			Time	Frame			Total Cost	General	Other
		2018	2019	2020	2021	2022	2023+		Fund Portion	Funding Source(s)
3.4	Widen Abbotts Bridge Road from Medlock Bridge Road across the Chattahoochee River to Peachtree Industrial Boulevard from two to four lanes with a ten-foot-wide trail on one side, a sidewalk on the other and a median.	X	X	X	X	X		\$39,851,000	\$0	GDOT
3.5	Widen State Bridge Road from Medlock Bridge Road to Chattahoochee River.	X	X					\$4,000,000	\$0	TSPLOST, Gwinnett, SRTA
3.6	Widen Kimball Bridge Road from two to four lanes, with pedestrian lighted multi-use trails on both sides and a landscaped median.	X						\$20,412,000	\$0	GDOT
	4. Capacity Improvement									
4.1	Improve traffic capacity of Haynes Bridge Road.	X	X	X				\$10,000,000	\$0	TSPLOST, Alpharetta
4.2	Improve traffic capacity of Jones Bridge Road from north of Waters Road to Harvest Ridge Lane.		X	X				\$11,000,000	\$0	TSPLOST
4.3	Improve traffic capacity of Old Alabama Road between Nesbit Ferry Road and Old Alabama Connector.		X	X				\$3,000,000	\$0	TSPLOST
4.4	Improve traffic capacity of Old Alabama Road between Jones Bridge Road and Buice Road.						X	\$7,000,000	\$0	TSPLOST
4.5	Improve traffic capacity of State Bridge Road from Kimball Bridge Road to Medlock Bridge Road.					х	X	\$8,000,000	\$0	TSPLOST, GDOT
4.6	Improve traffic capacity of Jones Bridge Road from the intersection of McGinnis Ferry Road to the intersection of Douglas Road.						X	\$7,000,000	\$0	TSPLOST
4.7	Improve traffic capacity of Medlock Bridge Road from McGinnis Ferry Road to Chattahoochee River.						X	\$10,000,000	\$0	TSPLOST
	5. Sidewalks and Trails	·	·				·	·	·	<u> </u>
5.1	Provide a sidewalk or trail along the west side of Spruill Road from Old Alabama Road to Buice Road.					X		\$2,679,000	\$2,679,000	None
5.2	Provide a multi-use trail along Brumbelow Road, from Mackinac Drive to Stoney Ridge Drive.	X						\$696,000	\$696,000	None

	Description			Time	Frame	:		Total Cost	General	Other
		2018	2019	2020	2021	2022	2023+		Fund Portion	Funding Source(s)
5.3	Provide missing sections of sidewalk along Brumbelow Road, south of Stoney Ridge Drive.		X					\$1,165,000	\$1,165,000	None
5.4	Provide a multi-use trail along the eastern side of Haynes Bridge Road, between Berkshire Manor Drive and Alvin Road.			Х				\$0**	\$0	TSPLOST
5.5	Provide a multi-use trail along Jones Bridge Road/Barnwell Road from Redcoat Way to Holcomb Bridge Road.					X		\$2,995,000	\$2,995,000	None
5.6	Provide a sidewalk or trail along the north side of Old Alabama Road from Jones Bridge Road to Buice Road.						X	\$0**	\$0	TSPLOST
5.7	Provide a sidewalk or trail along Buice Road, from Dolvin Elementary at Jones Bridge Road to Old Alabama Road.						X	\$2,355,000	\$2,355,000	None
5.8	Provide a sidewalk or trail from Buice Road to State Bridge Road by acquiring an easement through the western side of the Perimeter Church property, allowing Johns Creek High School and State Bridge Elementary School students to travel safely without walking near Medlock Bridge Road.					X	x	\$2,003,000	\$2,003,000	None
5.9	Connect Old Medlock Bridge Road through the Medlock Bridge commercial area, to the existing Old Medlock Bridge right- of way near Johns Creek High School. Study the feasibility of extending this roadway through the edge of the school property to State Bridge Road. Limit speed to 25 MPH to allow pedestrian cart transportation.						x	\$1,119,000	\$1,119,000	None
5.10	Acquire the strip of undeveloped land along the St. Ives subdivision to create a trail that connects to the Publix shopping center, and to pedestrian trails that lead to the Regal Cinema and Target shopping centers via underpasses. Limit speed to 25 MPH on new roads to allow for pedestrian cart transportation.						x	\$1,500,000	\$1,500,000	None
5.11	Construct a multi-use trail along the Georgia Power right-of- way connecting the new State Bridge pocket park, the new Morton Road Pocket Park, the Goodwill shopping center and the Grande Pavilion shopping center.						X	\$2,734,000	\$2,734,000	None
5.12	Provide the missing sections of the multi-use trail on Parsons Road, from Abbotts Bridge Road to Medlock Bridge Road.	Х						\$331,540	\$331,540	None

	Description			Time	Frame			Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
5.13	Complete the missing sidewalk sections along Johns Creek Parkway.					X		\$3,410,000	\$3,410,000	None
5.14	Create a pedestrian trail connecting the Taylor Road Middle School driveway to North Bridges Drive.			X				\$136,200	\$136,200	None
5.15	Create a pedestrian trail connecting the Taylor Road Middle School driveway to Touraine Court.			X				\$735,000	\$735,000	None
5.16	Create a pedestrian trail connecting Taylor Road Middle School to Hampstead Way.			X				\$216,000	\$216,000	None
5.17	Provide the missing sections of sidewalk along the southern and eastern sides of Bell Road, from the intersection of McGinnis Ferry Road to the intersection of Boles Road.				X			\$1,410,910	\$1,000,000	TSPLOST
5.18	Provide the missing sections of the multi-use trail along the northern and western sides of Bell Road, from the intersection of McGinnis Ferry Road to the intersection of Boles Road.				X			\$2,643,000	\$2,000,000	TSPLOST
5.19	Provide the missing sections of the multi-use trail along Boles Road, from the intersection of Bell Road to the intersection of Abbotts Bridge Road.				X			\$1,698,710	\$1,000,000	TSPLOST
5.20	Provide the missing sections of the multi-use trail along Rogers Bridge Road, from the intersection of McGinnis Ferry Road to the intersection of Bell Road.					x		\$1,331,000	\$1,000,000	TSPLOST
5.21	Provide the missing sections of sidewalk along the eastern side of Rogers Bridge Road, from the intersection of McGinnis Ferry Road to the intersection of Bell Road.						X	\$497,540	\$497,540	None
5.22	Provide the missing sections of trail along Wilson Road from Medlock Bridge Road to Parsons Road		X					\$623,530	\$623,530	None
5.23	Provide the missing sections of sidewalk along the southern side of Technology Circle from Johns Creek Parkway to Brookhavenclub Drive.		X					\$162,740	\$162,740	None
5.24	Provide the missing sections of sidewalk and trail along Rogers Bridge Road.			X				\$3,177,820	\$3,177,820	None
5.25	Provide the missing sections of sidewalk and trail along Nesbit Ferry Road.						X	TBD	TBD	TBD

	Description			Time	Frame			Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
5.26	Provide a trail connecting Autrey Mill Nature Preserve and Heritage Center to Buice Road.						Х	TBD	TBD	TBD
5.27	Extend pedestrian access to Woodward Academy North and Shakerag Elementary School.				Х			\$67,000	\$67,000	None
	6. Bridges, Pedestrian Bridges, and Pedestrian Underpasses									
6.1	Build a new bridge with sidewalk and trail on Old Alabama Road over Johns Creek.						X	\$3,500,000	\$2,500,000	TSPLOST
6.2	Build a new bridge with sidewalk and trail on Old Alabama Road over Sal's Creek.						Х	\$3,500,000	\$2,500,000	TSPLOST
6.3	Build a pedestrian bridge on Buice Road over Johns Creek.						X	\$300,000	\$300,000	None
6.4	Build a pedestrian bridge on Barnwell Road over Hogan's Creek.	X	X					\$300,000	\$0	TSPLOST
6.5	Build a pedestrian bridge on Brumbelow Road over the Chattahoochee River tributary.	Х						\$300,000	\$300,000	None
6.6	Build a pedestrian bridge on Bell Road over the Chattahoochee River tributary.			Х	Х			\$300,000	\$300,000	None
6.7	Replace the old Rogers Bridge with a new replica of the old bridge for pedestrians and bikers.	X	X	X	Х	x		\$6,000,000	\$0	ARC, Park Bonds, Duluth, Fulton, Gwinnett
6.8	Provide pedestrian underpasses from the west side of Medlock Bridge Road, near the Hearthstone senior facility, to the new "City Park" on the east side of the roadway.					Х		\$4,280,000	\$4,280,000	None
6.9	Provide an underpass for pedestrians under Medlock Bridge Road to Johns Creek High School.						X	\$6,350,000	\$6,350,000	None
	7. Road Realignment									
7.1	Realign Rogers Bridge Road with the southern intersection of Rogers Circle to improve traffic safety.						X	\$2,347,000	\$2,347,000	None

	Description			Time	Frame			Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
	8. Intersection Control Evaluation (roundabouts, left-turn, a	nd/or	right-t	urn)						
8.1	Study Old Alabama Road at Haynes Bridge Road, the Foxworth Drive, the entrance to the Falls of Autry Mill, the entrance to Autrey Mill Middle School, Spruill Road, the entrance to Thornhill subdivision, and Buice Road.		X					\$120,000	\$0	TSPLOST
8.2	Rebuild the Autrey Mill Middle School western driveway to improve safety and allow school bus access.			Х				\$345,000	\$345,000	None
8.3	Study Brumbelow Road at the intersection of Tuckerbrook Lane.	x						\$30,000	\$30,000	None
8.4	Construct a roundabout on Brumbelow Road at the intersection of Tuckerbrook Lane.		X					\$1,000,000	\$1,000,000	None
8.5	Study Buice Road at Candacraig Road and Spruill Road.			Х				\$50,000	\$50,000	None
8.6	Study Taylor Road at the entrance to Chattahoochee High School.		X					\$30,000	\$30,000	None
8.7	Study East Morton at the entrance to the Atlanta Chinese Christian Church North.		X					\$30,000	\$30,000	None
8.8	Study Findley Road at the entrance to Findley Oaks Elementary School.					Х		\$30,000	\$30,000	None
8.9	Study Parsons Road at Wilson Road, the entrance of Glenhurst, Wilshire Chase Drive, Hampstead Way, Stonefield Landing, Highgate Manor Court and Stonegrove Overlook					Х		\$120,000	\$120,000	None
8.10	Study Bell Road at the new Bell Road Connector, the entrance to the new Cauley Creek Park, and the intersections with Rogers Circle	X						\$70,000	\$0	Park Bonds
8.11	Study Barnwell Road at Jacobean Entry, Aubusson Entry, Barnwell Elementary School, Peak Drive, Rivermont Parkway, Fairway Ridge Drive, Niblick Drive and Sandy Lane Drive.		X					\$150,000	\$150,000	None
8.12	Reduce sharp curve where Jones Bridge Road becomes Barnwell Road.		X					\$418,000	\$418,000	None
8.13	Add turn lanes and regrade the intersection of Barnwell and Holcomb Bridge Roads.	x	X	Х				\$5,800,000	\$0	TSPLOST, GDOT

PEDESTRIAN AND VEHICULAR TRANSPORTATION/COMMUNITY FACILITIES

	Description			Time	Frame	2		Total Cost	General Fund Portion	Other
		2018	2019	2020	2021	2022	2023+			Funding Source(s)
	9. Miscellaneous Transportation Projects									
9.1	Develop a Comprehensive Transportation Plan that promotes multi-modal transportation system	X						\$0*	\$0	None
9.2	Study the traffic impacts of the new Cauley Creek Park, and design roadway improvements that maintain the countryside character of Rogers Bridge, Rogers Circle, Bell, and Boles Roads.	X	X					\$7,000,000***	\$2,083,620	TSPLOST
9.3	Study intersection improvements at State Bridge Road and Medlock Bridge Road, and if feasible, separate the two roads with State Bridge Road traveling under Medlock Bridge Road. If not physically feasible, then explore adding right-turn lanes in all directions to eliminate left turns at the intersection. Also, study the feasibility of separating all pedestrian movements from vehicular movements by creating pedestrian pathways under / over the intersection.	X	x	x				\$8,000,000***	\$0	TSPLOST
	Subtotal							\$307,079,990	\$68,766,990	

* In-house

Project cost is included in the TSPLOST project budget. * Project cost includes both the design and portion of the construction.

Table 24: Community Work Programs (Community Facilities)

	Description	Time Frame						Total Cost	General	Othe
		2018	2019	2020	2021	2022	2023+		Fund Portion	Funding Source(s)
1.1	Design and construct a new fire station at 4795 Kimball Bridge Road.	X	X	X				\$2,500,000	\$2,500,000	None
1.2	Renovate the property purchased at 11360 Lakefield Drive into the new City Hall.	X	X					\$15,000,000	\$520,589	COPS Issuance
	Subtotal							\$17,500,000	\$3,020,589	

Table 25: Community Work Programs Summary

Community Work Program Category	Total Cost	General Fund Portion
Land Use	\$0*	\$0
Economic Development	\$0*	\$0
Parks, Open Space, and Natural Resources	\$45,212,917	\$15,685,200
Pedestrian and Vehicular Transportation	\$307,079,990	\$68,766,990
Community Facilities	\$17,500,000	\$3,020,589
Total	\$369,792,907	\$87,472,779

* In-house



APPENDIX

In November 2008, the City of Johns Creek adopted its inaugural Comprehensive Plan. Major updates to the Comprehensive Plans are required every ten years. Due to increased development activity, a desire to confirm the community's vision for the City's future, and the anticipated community engagement process, the 2018 Comprehensive Plan effort began in the spring of 2016.

The 2018 Comprehensive Plan included an extensive community engagement process that reached participants face-toface at community meetings, stakeholder interviews, and community events. Additionally, the community participated through online surveys and web-based feedback. Revisions and course corrections throughout the process, including a full re-draft, were completed to ensure the resultant plan reflects the full range of community needs and values.













Community Engagement in the Comprehensive Plan

The Community Engagement was conducted in each of the four phases of the planning process.

PHASE 1 Community Education

Community Outreach Highlights

- >> Website
- >> Online survey
- >> Elementary School Events
- >> Leadership Johns Creek
- >> Interviews of Stakeholders
- >> 2 Council Meetings
- >> 2 Community Meetings
- >> 3 Citizens Advisory Committee Meetings

PHASE 2 Plan Development

Community Outreach Highlights

- >> Elementary School Events
- >> 2 Council Meetings
- >> 2 Community Meetings
- >> 1 Design Charette (3 days)
- >> 10 Citizens Advisory Committee Meetings
- >> Farmers Market & Touch-a-Truck Event>> Johns Creek Community AssociationAnnual Meeting





Major Milestone: Request to Re-Draft Council agreed

Community Involvement

This Comprehensive Plan is the result of a two-year communityoriented planning process. From the earliest efforts planning for the update (in the spring of 2016) to the Comprehensive Plan to the completion of the final draft (in the fall of 2018), the City recognized its success or failure would be dependent upon the degree to which the community was engaged and involved.

The City's efforts to engage and involve the community included outreach to raise awareness and educate about the process, information-seeking to shape and guide the drafting process, and feedback to refine and adjust the plan elements.

Each element of the Comprehensive Plan was prepared with opportunity for involvement and input from stakeholders and the general public. Revisions and course corrections throughout the process were completed to ensure the resultant plan reflects the full range of community needs and values.

Project Brand, Logo, and Tagline

In the spring of 2016, staff developed a brand, logo, and tagline for the planning effort: Connect Johns Creek - shape an exceptional future. The logo, the shape of the City formed with small squares simultaneously represents and symbolizes the City's diversity, how the whole is greater than the sum of its parts, and how each neighborhood and community plays an important role in the overall process.

The Connect Johns Creek logo makes use of the City's three brand colors: blue, orange, and green. The tagline, "shape an exceptional future" also links back to the City's tagline "to be the exception." The strong connections to the City in colors and word choice assisted in early adoption and legitimacy of the planning effort.

Stakeholder Identification

Also in the spring of 2016, staff developed a list of stakeholder groups who needed to have a voice in the development of the plan. Key groups included elected and appointed officials and members of communities including real estate, economic development, business, education, religious, arts and culture, and residents.

Initial Outreach and Education Push

In the summer of 2016, the project website was launched, an online community survey was opened, and the City called for nominees to steering committee or Citizens Advisory Committee.

Website

A project website, www.connectjohnscreek.com, was created and used as part of the outreach strategy.

The website provided information including a schedule of meetings, community survey link, contact information for the team, presentations and summaries of workshops and workshop exercises, and the draft plan.


Community Survey

On August 29, 2016, a community survey was posted to the website. The survey was intended to gather initial feedback and preferences from the community. The survey included questions about location and scale for a Town Center, transportation modes and methods, economic development and entertainment, and visual preference questions with options for housing, commercial buildings, and transportation design.

The survey was closed briefly for editing in January 2017 but was otherwise available to the community through April 7, 2017. Additionally, hard copies of the survey were available at community education sessions, workshops, and City Hall. In total, 707 survey responses were recieved.

Elementary School Outreach - Medlock Bridge Elementary

On September 2, 2016, staff conducted a city planning exercise with the 4th and 5th graders at Medlock Bridge Elementary. Staff gave a brief presentation boiling planning down to basics - setting rules for what kinds of things can be developed and making sure that development is organized, safe, and makes our city look nice.

Students were divided into groups of ten, given a series of planning guidelines, and challenged to build an ideal city using colored tiles representing different land uses. Between 140 and 150 students attended each of the hour-long sessions.

Community Outreach - Leadership Johns Creek

On September 8, 2016, staff conducted a city planning exercise with Leadership Johns Creek.

Roughly 30 community leaders viewed a presentation about the comprehensive planning process and were broken into teams for the planning exercise.

Each team was challenged to not only build their ideal city with colored tiles and planning guidelines but given constraints and goals reflective of development pressures and groups within the City. For example, the 'commercial developer' role encouraged commercial developments at crossroads where the 'conservationist' role pushed to preserve parkland, natural resources, and open space.



Connect Johns Creek Citizens Advisory Committee Members

On September 26, 2016, the Citizens Advisory Committee (steering committee) was appointed by the Mayor and City Council. Each of the over 100 individuals that nominated themselves to serve on the committee were asked to identify which stakeholder communities they belonged and could lend insights. Ultimately, the 26 individuals appointed included representatives of each stakeholder group.

Elected Officials: Bob Gray, Councilmember Jay Lin, Councilmember	Economic Development Community: Anand Thaker	Religious Commu Rhena Spector Janet Yuen
Lenny Zaprowski, Councilmember	Business Community: Mike Briselten	Arts & Culture Co
Appointed Officials:	Kathleen Hulsey	Karen Daniel
Chip Floyd, Planning Commission	Lu Post	Lisa Olson
Real Estate Community:	Jason Williams	Residents:

Edward Pease James Toth

Education Community: Denise Harold Irene Sanders

nunity:

Community:

Michael Pelot-Hobbs Lavanya Ramanujan

Tom Roberts **Brian Skeens** Raghava Tadavarthi James Turbyfill Melissa Ummed Mark Venco Margot Vetrovsky



Connect Johns Creek Citizens Advisory Committee Members Distribution Map



Interviews of Key Stakeholders

Between September 29, 2016 and October 6, 2016, interviews were conducted with key stakeholders (including the Mayor and City Council, the City Manager, and representatives from several boards and commissions). The purpose of direct interviews with key stakeholders was to gather insight on issues and opportunities impacting Johns Creek. The interviews provided insights to challenges, opportunities, important issues, aspects in need of attention, areas with the greatest potential to change, as well as background related to transportation, economic development, arts and culture, and land use.

Community Meeting - #1

On September 29, 2016, the first community meeting was held. The meeting was designed as an educational session to increase community awareness and understanding of placemaking. A

presentation was given by Joe Kohl of Dover, Kohl & Partners and Paul Moore of Nelson Nygaard. The presentation highlighted placemaking and national trends showing how shifts in preferences impacts how cities are designed. The presentation also covered neighborhood design and how transportation networks influence land use and design.

Citizens Advisory Committee - Meeting #1

On October 8, 2016, the Citizens Advisory Committee (CAC) met for the first time. The all-day session began with a presentation on the planning process and existing conditions. After the presentation, attendees went on a tour of communities in the Atlanta Region to see examples of what future development could look like in Johns Creek. The group visited Glenwood Park and Inman Park in Atlanta, and downtown Woodstock, Georgia.





City Council Meeting - Process Discussion

On October 10, 2016, as part of the City Council Meeting, staff discussed the process and initial education session with the Mayor and City Council. Staff confirmed materials presented at the education session and for the community survey were available online (at www.connectjohnscreek.com). Staff also assured Council national trends and examples presented were not intended to be replicated in Johns Creek but shared to spur a greater conversation and a continuum of options.

Community Outreach - Arts Festival

On October 15, 2016, in an effort to bring the planning process to the people, the City staffed a booth at the Johns Creek Arts Festival. Staff advertised the planning workshops to be held in coming weeks, encouraged participation in the online survey, and answered questions about the comprehensive planning process.

Citizens Advisory Committee - Meeting #2

On October 27, 2016, the Citizens Advisory Committee (CAC) met for the second time. The meeting opened with CAC members sharing their main takeaways from the tour conducted on October 8, 2016 and reviewed comparison data about the communities visited. The Project Team reviewed the City's previous (2008) comprehensive plan, including the vision statement and the future development map, and discussed whether or not they were still appropriate for the community. Afterward, the CAC and Project Team discussed transportation goals and big ideas.

Community Meeting - #2

Also on October 27, 2016, a second community meeting was held. This meeting was designed as a planning workshop. Approximately 30 residents were in attendance. The meeting introduced the comprehensive planning process; reviewed



the 2008 Comprehensive Plan; compared demographics (then and now); reviewed the 2008 future development map; and discussed the existing conditions analysis including land use, zoning, transportation, and economic development conditions. Vacant land and shopping centers with low vacancy rates were highlighted and presented as areas most susceptible to change.

After the presentation, attendees were divided up into groups to conduct a SWOT analysis. Each group reported back strengths, weaknesses, opportunities, and threats to land use, economic development, and transportation.

A major takeaways from the workshop included the importance of the City's single-family residential character, need for relief to traffic congestion (the top complaint of residents), and a desire for a town center or group of village nodes.

Citizens Advisory Committee - Meeting #3

On November 10, 2016, the Citizens Advisory Committee met

for the third time. The meeting began with a presentation of the results from the SWOT exercise conducted during the planning workshop that took place on October 27.

The Project Team then had each member share a goal for the project informed by the SWOT results. This resulted in 19 goals which were to be discussed in the community planning workshop that evening and ranked by citizens in order of importance.

Community Meeting - #3

On November 10, 2016 the planning workshop marked the beginning of the development phase for the plan. Advertised as an official Public Hearing, approximately 20 residents attended and heard the presentation about the process to be used to develop the plan and opportunities for participation. Two exercises were conducted at the meeting. The first exercise took the 19 goals formulated by the Citizens Advisory Committee (CAC) and prioritized them. Meeting attendees were broken up into groups and tasked with ranking the goals from 1 to 19, with 1 being the



most important goal. A group leader from each table read their rankings out loud and explained the reasons behind their choices. The team recorded them and tallied a composite list.

The second exercise involved reviewing the Character Areas from the future development map created in 2008. There was a split amongst attendees between consolidating some of the 12 Character Areas and preserving them. Meeting attendees used trace paper to draw over the Character Area maps to identify consolidations and to begin thinking about nodes or city center locations. The Project Team concluded after this meeting that there was confusion amongst residents about the intent of the future development map, and whether or not it should be revised. Once again, the desire for a town center or village nodes was expressed by most in attendance, but there was disagreement as to where in the City they should be located.

Student Engagement - Minecraft

For the November 10, 2016 workshop, the City encouraged

parents to bring their children for a concurrent Minecraft activity. The City's GIS team built five Minecraft Worlds centered around different key intersections in the City (such as Medlock Bridge at State Bridge). The children "built" a future Johns Creek using the interactive computer game. Over the course of the comprehensive planning process, 90 individuals downloaded the Minecraft Worlds to "build" a future Johns Creek.

Elementary School Outreach: Findley Oaks Elementary

On November 18, 2016, staff conducted a city planning exercise with the 4th and 5th graders at Medlock Bridge Elementary.

Between 140 and 150 students attended each of the hour-long sessions. After a brief presentation on planning the students were divided into groups of ten, given a series of planning guidelines, and challenged to build an ideal city using colored tiles representing different land uses. Students were encouraged to check out the Minecraft Worlds and talk to their parents about attending the planning workshops.



Citizens Advisory Committee - Meeting #4

On December 15, 2016, the Project Team met with the CAC to have a group discussion on goals, the vision statement, and to view a presentation from one of the committee members. Everyone began discussing the top ten goals that were ranked at Workshop #2. During this discussion, the committee categorized the goals into land use, quality of life, and economic development. This helped synthesize goals and to determine if any of them should be combined, or become objectives that may be incorporated into an updated vision statement. The group then began to review the 2008 comprehensive plan's vision statement, as well as the vision statement from the City's 2016 Strategic Plan.

Lastly, Anand Thacker of the CAC gave a presentation on a "Big Idea" for the city's future - iHeartJohnsCreek. Anand suggested incorporating health, wellness and healthcare innovation into the City's comprehensive plan and using this focus as part of the City's identity and lens by which to focus the implementation of the Strategic Economic Development Plan.

Citizens Advisory Committee - Meeting #5

On January 19, 2017 the CAC reconvened to continued the discussion on the goals. The ten goals that had been previously discussed at the previous meeting were grouped into four primary goals focusing on: creating a citywide multi-modal transportation network; creating a city identity; expanding economic development opportunities; and, providing superior recreational and cultural activities citywide. A fifth goal was introduced by City staff to ensure that the City's future zoning ordinance and development regulations would be updated to reflect this plan. The discussion of the goals led to reviewing two proposed vision statements, and ultimately selecting a preferred option.

Lastly, the staff shared the City Council's recent announcement of the purchase of the property located at 11360 Lakefield Drive in Technology Park as the new City Hall location was discussed. Most everyone thought the location was a strong one, as proximity to a new park and the City's investment will help redevelop the Technology Park area. Most felt this location would become the Town Center location; however, they believed the City should



continue to prioritize the redevelopment of shopping centers to become live-work-play neighborhood villages.

Community Meeting #4 - Three-Day Charrette

From January 24 - 26, 2017, a three-day charrette / planning workshop was conducted.

On January 24, 2017, the Project Team met to discuss progress to date and reviewed existing conditions. Next, the team conducted site visits to potential redevelopment nodes: the Newtown Park area, the SR 141/Medlock Bridge Road/State Bridge Road area, and Technology Park. Afterwards, transportation improvements for those areas were discussed and an exchange of general ideas followed. The team broke up into small groups to begin sketching out potential redevelopment ideas for each node.

An open house was offered that evening to gather input on the vision statement, goals, and redevelopment ideas; to showcase progress to date; and to present current survey results.

On January 25, 2017, the Project Team continued to work on concept development, and began translating their ideas to a 3-D medium to better portray their ideas to the community.

The evening of January 25, 2017 a community education session was conducted. Joe Minicozzi of Urban 3 gave a presentation on economic development, specifically as it relates to Johns Creek. The presentation showed a breakdown of Johns Creek's tax values, how they compare to other cities and counties in the Atlanta Region, and how other cities around the country have been able to boost their tax base through redevelopment. It was stressed throughout that in order to be successful in the long run, the City needs to find ways to increase their assets to offset growing liabilities. Both community education sessions were streamed live through Johns Creek's website, and the videos could be accessed by the public after the sessions.

On January 26, 2017, the finishing touches were added to concept plans and displays were prepared for the open house. At the open house, Adam Williamson of TSW gave a presentation to explain



node concepts, land use and transportation recommendations, and to answer any questions that the community had. Attendees gave constructive feedback to the concept plans and preliminary recommendations presented.

Citizens Advisory Committee - Meeting #6

On February 2, 2017, the CAC convened to discuss the results and materials produced at the three-day charette. First, a presentation was given by the Project Team on draft land use and transportation concepts developed thus far. The CAC reviewed three alternatives for Medlock Bridge Road that could be implemented in place of the TSPLOST's widening the road to six lanes. Additionally, a trail map was presented to show a potential multi-use trail system throughout the City. Next, the CAC reviewed design concepts for the Newtown Park area, SR 141/Medlock Bridge Road at State Bridge Road, and Technology Park. These concepts showed a gridded street system with smaller blocks that would increase walkability. Land uses were not defined in the design concepts as they will be dependent on market conditions. Following the Project Team's presentation, each member of the CAC was given time to

speak about their personal opinions on all items discussed.

Key takeaways from this meeting:

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

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

Citizens Advisory Committee - Meeting #7

On March 2, 2017, the CAC gathered to discuss the results of the





policy survey, transportation concept development, future land use map development, and the Character Area map. The results of the survey were, overall, consistent and a clear direction was given to the Project Team. Next, corridors and active transportation options were discussed. Regarding the corridors, the hot discussion topics included the possible SR 141/Medlock Bridge Road and State Bridge Road widening projects being reevaluated and whether adding six lanes to McGinnis Ferry was plausible. The Project Team shared some results of scenario modeling that indicated that widening McGinnis Ferry Road would improve peak period travel times by only a few minutes, solidifying the committee's sentiment that the road should not be widened to six lanes.

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

Citizens Advisory Committee - Meeting #8

On March 30, 2017, the CAC meeting focused on updating Character Area boundaries, developing the future land use map, and refining citywide transportation policies and projects. To make the work more manageable, staff had divided the City into four areas (Newtown; Ocee; Warsaw/River Estates/River East; and Shakerag) and a group of CAC members focused on each area.

For the Newtown area, key recommendations included adding pedestrian access and connectivity to the shopping centers and between schools and subdivisions, adding pocket parks (to relieve overuse of Newtown Park), and mitigating traffic congestion on Old Alabama Road and Barnwell Road / Jones Bridge Road corridor. For the Ocee area, key recommendations included development of the underutilized shopping centers (such as the ones at Jones





Bridge/Sargent/Douglas and Jones Bridge/State Bridge) into low-intensity mixed-use, walkable shopping districts; adding sidewalks to improve connectivity; and creating new ways around the intersection of Jones Bridge and State Bridge Roads, and a second egress from Taylor Road and Seven Oaks subdivision.

For the Warsaw/River Estates/River East area, key recommendations included limiting non-residential land uses along SR 141 / Medlock Bridge to only properties immediately adjacent to the road (opposed to the broader transitional areas from the 2008 Comprehensive Plan); improving traffic flow by adding roundabouts on Old Alabama Road, Abbotts Bridge Road, and Parsons Road; and requiring undeveloped parcels of land abutting residential subdivisions to conform to the zoning of the existing subdivisions.

For the Shakerag area, key recommendations included containing commercial growth within Technology Park, preserving the area's pastoral nature by limiting the density of new residential housing; encouraging change at the corner of McGinnis Ferry Road and Bell

Road; improving connectivity through sidewalks and multi-use trails; and installing roundabouts on Rogers Bridge Road, Rogers Circle, and Bell Road to improve safety and flow.

City Council Work Session - Planning Update

On April 24, 2017, to inform Council's on-going TSPLOST implementation discussion, staff presented an update on the planning process and preliminary transportation recommendations with particular project recommendations for the initial implementation of TSPLOST. Staff reinforced the draft plan would be reviewed with the CAC and a community meeting was scheduled for June 1, 2017 with a City Council presentation to follow in June 2017.

Citizens Advisory Committee - Meeting #9

On April 27, 2017 the CAC met to review the first draft of the Comprehensive Plan. After making suggestions for revisions to the vision statement (calling attention to green space, health and healthcare, and vibrancy), the CAC made suggestions for revisions



to the goals and policies.

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

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

Citizens Advisory Committee - Meeting #10

On May 17, 2017, the CAC met to continue their review of the draft plan. Discussions focused on transportation improvements, changes to character area boundaries, areas in need of further study, and the future land use map.

To further prioritize TSPLOST implementation projects, each CAC member was provided with \$82 million of "Creek Cash" and asked to review the Tier I and II TSPLOST transportation projects, and rank them in order of their priority and importance by using their Creek Cash. The CAC members were then given another \$10 million in Creek Cash and asked to do the same exercise with the Tier III TSPLOST projects. Next, each CAC members was given three dots with the numbers "1," "2" and "3" on them and were asked to rank in order of importance which activity nodes were the areas to conduct in-depth planning studies on for future redevelopment opportunities. The priority ranking of the city's activity nodes for future redevelopment planning studies are: Technology Park; State Bridge at Medlock Bridge; tied with State Bridge at Jones Bridge.

The CAC followed the review of prioritization of transportation projects with a review of changes made to the City's twelve Character Areas. The group indicated consensus with the new boundaries for the twelve Character Area.



Additionally in reviewing the Existing and Future Land Use maps, the CAC had further discussion of which areas should be studied in more depth for redevelopment opportunities. Areas planned to included mixed-use were thought to need further study to resolve residential density, height and land use criteria.

Community Outreach - Farmers Market & Touch-a-Truck

On May 20, 2017, City staff attended the Farmers Market and annual Touch a Truck event to gather feedback and bring awareness to the comprehensive planning effort, specifically the final planning workshop. Four questions were posted on blackboards:

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

Event attendees added their answers on the blackboards. Top answers ranged from integrating transit into the transportation

system, to preserving green space and parks, to adding new and better quality entertainment options throughout the City.

Community Meeting #5

On June 1, 2017 the fifth community meeting was held. With nearly 60 attendees, it was the most well-attended workshop. The purpose of this workshop was to present the draft plan, and solicit input from the community to further refine the plan to meet their needs.

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



encouraged to give their input, whether through the comment forms or the blackboards. The Project Team and members of City staff were available to answer questions.

Following the open house portion was a presentation that further explained all items presented. The Project Team explained the draft plan would be uploaded the following week, and comments were anticipated to be accepted through July 2017.

During the question-and-answer period, many expressed their desire to keep Johns Creek a bedroom community, raised concerns about density (including if the residential densities proposed for mixed use areas were too high), and expressed opposition to the TSPLOST, Tier 1 project to widen SR 141/Medlock Bridge Road.

City Council Meeting - Presentation of Draft 1.0

On June 19, 2017, as part of the Council Meeting, staff presented the initial draft of the Comprehensive Plan. The presentation highlighted the updated vision and five goals, new character area map, new future land use map (which shows 91% of the land uses remaining the same), and recommended redevelopment limits for the areas that may change of the planning horizon.

Staff also presented the plan for outreach and community input on the draft. The Mayor and Council reached consensus that the public comment period for the draft should extend through August, if not part of September, to acknowledge that a significant portion of the community vacations in June and July.

Additionally, the Mayor and Council were in consensus with staff's recommendation for the Citizens Advisory Committee to continue meeting and working to improve the plan and various draft elements.



Citizens Advisory Committee - Meeting #11

On June 21, 2017, the CAC met to review and prioritize the City's to continue to engage the public. Community Work Program projects. The Community Work Program section of the Plan's Implementation chapter guides Many CAC members felt the Medlock Bridge and State Bridge the City on the priority in which capital projects for Land Use, intersection and roadway improvements needed to be designed Economic Development, Transportation, Parks and Recreation as a comprehensive solution and not done in sections. Others over the next five-to-ten-year period. The Community Work of changes needed to the intersection. Most agreed that the a cost estimate and source(s) of funding for the project, and also plans to complete over the next several years. provides a timetable for when the project should be done.

recommend the priority order of those projects.

Citizens Advisory Committee - Meeting #12

On August 16, 2017, the CAC met to review the draft Transportation Master Plan (TMP), to discuss the status of the comprehensive

plan process, to review current public input, and to discuss how

and Cultural, and Community Facilities should be undertaken argued that incremental improvements may reduce the amount Program lists the name and description of the project, which City solution needed to include pedestrian and PTVs transportation department is responsible for implementing the work, provides solutions. Also discussed was the list of sidewalks that the City

CAC members asked if it were possible to establish local CAC members discussed transportation, land use, economic neighborhood planning units or community boards throughout development, community facility and park projects, and the city, where citizens would be more likely to be engaged in whether sidewalks were needed on both sides of a roadway, or whether street lighting was needed or wanted, what type of park and recreational facilities should be built, etc.



Citizens Advisory Committee - Meeting #13

On October 4, 2017, the CAC met to discuss potential changes to the character areas, review community input received to-date and discuss potential changes needed on the draft plan.

Staff presented a series of options or ways which the City could be divided into character areas. After discussion, the CAC reached consensus eight distinct areas best represented the City and by rebranding them as "community areas" (instead of character areas), the desired engagement results may be more likely.

The CAC reviewed community input received to the draft plan. Common themes of community feedback and reaction included:

- Hard to read and process
- Revisit character area boundaries (such as Shakerag)
- Revisit Holcomb Bridge Road Shopping Center (density)
- Revisit residential density and growth (such as Parsons Road)
- Revisit widening ideas along residential areas
- · Preserve established residential areas

Building off the community area discussion and considering community feedback received, staff presented a ten-page handout focusing on the Ocee Community Area as a potential way to refocus the plan by using creating mini-plans (short, roughly ten-pages, each focused on a community area).

The CAC reached consensus the best strategy would be to have staff rewrite the Comprehensive Plan as a series of mini-plans to address the identified community concerns. Additionally, by presenting as a series of community area plans, residents may be more engaged and likely to provide feedback. Staff acknowledged that clarity could be added to the document by providing explanation and removing jargon while filling in the missing pieces about each community area and their needs as discussed in prior CAC meetings.

To keep the project on the adoption schedule, staff agreed to the aggressive schedule of a complete rewrite completed by January 2018 and asked the CAC to brainstorm methods and means for greater community involvement on the new draft.



City Council Meeting - Request to Create Draft 2.0

On October 16, 2017, as part of the City Council Meeting, staff presented the Citizens Advisory Committee recommendation to re-draft the comprehensive plan and reviewed the community feedback that could be addressed in a re-draft or as revisions.

Staff explained the proposed re-draft would lengthen the project schedule but could be completed in-house and reviewed by the Citizens Advisory Committee before returning to a City Council Meeting for re-release to the public in early 2018. Council concurred with the CAC recommendation for the re-draft.

Johns Creek Community Association - Annual Meeting

On January 23, 2018, at the Johns Creek Community Association Annual Meeting, staff presented an overview of the on-going re-draft process, called for support and assistance in gathering feedback to the new draft upon its release, and answered questions about the planning process. Representatives of several homeowners associations present agreed to host community CAC members reviewed the Community Area maps and made meetings to locally review the new draft.

Citizens Advisory Committee - Meeting #14

On January 24, 2018, the CAC met to review the second draft of the Comprehensive Plan written by City Staff.

Overall, CAC responded favorably to the rewrite highlighting readability and flow. The CAC spent time reviewing the goals and policy statements and made recommendations for adjustment to better clarify intent. For example, within transportation, specificity of number of lanes was removed from various roadways and replaced with description of how roadways should look and feel. Within the recreation goal, additional language was proposed to protect the existing public and private golfing facilities as green space, or enhancements to the conservation zoning district, that would allow a transfer of the development rights to another location, or to preserve a large percentage of the land by developing on a much smaller percentage of the land (i.e. 75% preserved, 25% developed).

adjustments (such as shifting the Foxworth subdivision and the Camden Village shopping center to the River Estates Community





Area instead of the Newtown Community Area). The CAC members completed their review of five of the eight Community Areas: Autrey Mill, Johns Creek North, Medlock Bridge, Newtown, and River Estates. An additional meeting was scheduled to review the three remaining Community Areas and to discuss the proposed parks, trails, and transportation projects.

Citizens Advisory Committee - Meeting #15

On February 1, 2018, the CAC met to review of the three remaining Community Areas: Ocee, Shakerag, and Tech Park and review implementation (park, trail, and transportation) projects.

For Ocee the CAC confirmed the desire for both existing commercial shopping centers (Grande Pavilion shopping center and the Goodwill shopping plaza) to redevelop as mixed use. In Shakerag, the CAC supported the proposed reduction in residential density from three units per acre to one unit per acre. The CAC also reached consensus for Tech Park. The core, roughly 100 acres, should redevelop as high-intensity mixed-use (up to 16 residential units per acre and up to five stories and 60 feet in

height) and some percentage of new buildings should be allowed to go up to eight-stories and 120 feet in height if they meet three conditions: be an economic benefit to the City, be able to increase public green space by shifting the building's footprint up and not out on the ground, and be iconic in architectural style.

The second half of the meeting focused on the parks, trails, and vehicular projects proposed in each Community Area. The CAC members discussed the priority of new sidewalks and trails and concluded that missing sections of sidewalks and trails connecting to schools were the top priority, followed by sidewalks and trails connecting parks and shopping centers. The major City-funded roadway improvement projects include roundabouts, left-turn lanes and a few pedestrian underpasses.

The CAC members were polled on how to do better outreach and engagement of Johns Creek residents. The majority of the CAC members recommended night meetings on weekdays. Also recommended was reaching out to advertise with elementary school children to reach their parents, as well as working with the religious organizations throughout the City.



City Council Meeting - Presentation of Draft 2.0

On February 26, 2018, as part of the City Council Meeting, staff presented re-drafted comprehensive plan. Staff reviewed one Community Area as an example to convey the new, reader-friendly mini-plan approach. Each community area has a dedicated 10-14 page section reviewing the area's history, existing conditions, demographics, current land uses, future land uses, vision, buildout analysis, and implementation projects.

Staff proposed an eight-week, eight-meeting roadshow to host a community-focused meeting in each of the eight Community Areas. Additionally, staff proposed posting the entire plan online in a format that allows reviewers to leave comments on any page, chart, or map. Council concurred with staff's recommendation for the additional community meetings and online feedback.

Community Outreach - Draft 2.0

To spread the word about the new draft plan, in the three weeks leading up to the first community meeting, staff conducted a media blitz including both traditional and more innovative techniques.

18,147 flyers advertising and inviting participation in the community meetings were distributed to over 80 Johns Creek businesses, religious institutions, and municipal facilities (inlcuding 6,506 flyers sent home with elementary school children in their "Friday Folders").

Over 8,500 drink coasters with the plan website and logo were delievered to 40 different Johns Creek restaurants and distributed at municipal facilities. Staff handed out branded frisbees, drawstring bookbags, ponchos, phone pockets, and pens at the Chattahoochee High School Career Fair, community events, and municipal facilities.

Community Area Meeting #1 - Tech Park

On March 14, 2018, in the first of a series of eight community meetings, the City hosted the Tech Park community meeting in Tech Park at the Municipal Court / Council Chambers. Approximately five citizens attended. Following a presentation reviewing the Tech Park information and proposed implementation projects, staff answered questions of the attendees.



Attendees raised concerns about TSPLOST projects (specifically widening SR 141 / Medlock Bridge). Other specific feedback and questions about Tech Park included the mix of uses proposed and the timeline for implementation. Staff concluded the meeting with planning exercises including a visual preference survey to gather further feedback related to the town center.

Community Input - Student Leadership Johns Creek

On March 15, 2018, staff presented an overview of the draft plan to Student Leadership Johns Creek and conducted feedback exercises with the students. Student Leadership is a program for emerging leaders including sophomores and juniors at the four high schools serving Johns Creek.

The students completed a visual preference survey for the areas of Medlock, Ocee, and Newtown - reacting to images they thought well-represented the future of those areas or that could be improved as well as offering feedback for their vision of Johns Creek.

Community Area Meeting #2 - River Estates

On March 20, 2018, the Thornhill Community Clubhouse hosted the River Estates Community Meeting. Approximately 45 residents attended. Before the presentation, staff greeted citizens as they arrived to glean feedback on presentation boards displaying proposed transportation and sidewalk/trail projects.

Following a presentation reviewing the River Estates information and proposed implementation projects, staff answered questions of attendees. Attendees raised concerns about TSPLOST projects (specifically widening SR 141 / Medlock Bridge and widening of Old Alabama) and asked questions about the build-out analysis, future development of large tracts in the area (Heisman Field, Bayard, etc.), and environmental sensitivity in the River Corridor.



Community Area Meeting #3 - Medlock

On March 21, 2018, St. Benedict's Taylor Lodge hosted the Medlock Community Meeting. Approximately 62 citizens attended. Staff gave residents handouts with proposed transportation and sidewalk/trail projects and asked residents to indicate whether or not they supported proposed improvements and add in other projects they would like to see in the area.

Following a presentation reviewing the Medlock information and proposed implementation projects, staff answered questions of attendees. Attendees pointed out areas for improvement in the plan including better connecting the goals to the vision for the community areas, raised concerns about TSPLOST projects (specifically the widening of SR 141 / Medlock Bridge), and asked questions about topics including the build-out analysis and proposed future land use for different undeveloped tracts.

City Council Council Meeting - Planning Update

On March 26, 2018, to keep Council informed and respond to community input to the second draft, staf presented an update.

Staff reviewed the current process to solicit feedback to the draft from the community, future meetings scheduled, and next steps in the process. Council shared feedback they had recieved and suggested the addition of a ninth, overall community meeting and outreach booth at the upcoming International Festival. Staff welcomed Council's requests for additional community engagement opportunities.

Community Area Meeting # 4 - Autrey Mill

On March 28, 2018, the Autrey Mill Nature Preserve's Summerour House hosted the Autrey Mill Community Meeting. Approximately 31 citizens attended. As they entered, staff gave residents handouts with proposed transportation and sidewalk/trail projects and asked residents to indicate whether or not they supported proposed improvements and add other projects they would like to see in the area.

Following a presentation reviewing the Autrey Mill information and proposed implementation projects, staff answered questions of attendees. Attendees raised concerns about TSPLOST projects





(specifically the widening of Old Alabama, SR 141 / Medlock Bridge, and State Bridge), asked questions about potential roundabouts in the area, discussed the pastoral nature of the area, inquired about zoning implementation tools, and made suggestions for the Town Center in Tech Park.

Community Area Meeting # 5 - Johns Creek North

On March 29, 2018, the Seven Oaks Clubhouse hosted the Johns Creek North Community Meeting. Approximately 24 citizens attended. After a staff presentation reviewing the Johns Creek North information and proposed implementation projects, staff answered questions of attendees.

Attendees asked questions about the proposed mixed use redevelopment at the intersection of Jones Bridge Road and Douglas Road, raised concerns about TSPLOST projects (specifically the widening of Jones Bridge, Kimball Bridge, and McGinnis Ferry), and indicated support for a community gathering area. Attendees were also provided handouts and asked to indicate whether or not they supported proposed transportation and sidewalk/trail

projects and add other projects they would like to see in the area.

Community Area Meeting # 6 - Ocee

On April 11, 2018, the Cameron Forest Clubhouse hosted the Ocee Community Meeting. Approximately 22 citizens attended. After a staff presentation reviewing the Ocee information and proposed implementation projects, staff answered questions of attendees.

Attendees inquired about potential mixed use redevelopments envisioned in the area, inquired about build-out on remaining smaller residential properties, raised concerns about widening roadways, and suggested investments in traffic signalization rather than widening.

Attendees were also provided handouts and asked to indicate whether or not they supported proposed transportation and sidewalk/trail projects and add other projects they would like to see in the area.





Community Area Meeting # 7 - Shakerag

On April 19, 2018, the Shakerag Community Meeting was hosted at the United Methodist Church. Approximately 19 citizens attended. After a staff presentation reviewing the Shakerag information and proposed implementation projects, staff answered questions of attendees.

Attendees inquired about built out analysis, undeveloped tracts of land in the Shakerag area, future development of Cauley • Creek Park and Bell/Boles Park, and remaining steps in the implementation process. Attendees were provided handouts • and asked to indicate whether or not they supported proposed transportation and sidewalk/trail projects and add other projects • they would like to see in the area.

Community Outreach - International Festival

On April 21, 2018, City staff attended the inagural Johns Creek International Festival to gather residents' opinions about town center height, building facade, and desireable features. Attendees gave feedback by adding green dots to visual preference exercises around each of the feedback areas. In total, 3,183 green dots were posted to feedback sheets:

- 575 green dots / votes related to height
- 436 green dots / votes related to building facade
- 1,032 green dots / votes related to desirable features (such as entertainment, cafes, performing arts center, restaurants)
- 1,140 green dots / votes for desirable improvements (such as a village green, connectivity, outdoor gatheirng space)

Additionally, staff handed out promotional items to encourage attendees to join in the conversation at one of the remaining community meetings or give feedback to the plan online as well as answered questions about the planning and implementation process.



Community Area Meeting # 8 - Newtown

On April 24, 2018, Mount Pisgah hosted the Newtown Community Meeting. Approximately 48 citizens attended. After a staff presentation reviewing the Newtown information and proposed implementation projects, staff answered questions of attendees.

Attendees inquired about the build-out analysis, suggested the proposed low-density mixed-use at the three adjacent shopping plazas near Newtown Park should be limited to one of the shopping centers (on a first-come, first-served basis), expressed concerns about TSPLOST projects (specifically widening Haynes Bridge and Old Alabama), and plans for Newtown Park.

Community Area Meeting # 9 - Overall / Citywide

On April 26, 2018, to conclude the series of eight community meetings, the City hosted an overall / citywide community meeting at the Municipal Court / Council Chambers. Approximately 36 citizens attended.

Following a presentation reviewing the citywide information and review of trends in feedback gathered both online, at the community are meetings, and the international festival, staff answered questions of attendees.

Attendees inquired about transportation projects, town center, potential for a moratorium until adoption, environmental considerations, and development of specific properties.





Citizens Advisory Committee - Meeting #16

On May 2, 2018, the CAC met to review the community feedback recieved to the draft plan and discuss edits needed before handing-off the plan to the Mayor and City Council for consideration.

Of the 146 pages of consolidated comments (including those recieved from the 282 attendees at community area meetings, over 500 comments through the website, and 20 through direct e-mail), staff confirmed the edits (improvements to historical sections, typos, and listings of subdivisions) would be corrected.

The CAC discussed the importance of connecting the vision and goals through the Community Area implementation projects. The CAC agreed to a more concise vision statement and made refinements. The CAC reviewed suggested revisions to the goals and policies incorporating and addressing community feedback. The CAC expressed appreciation for the addition of the housing and natural and historic preservation goals and reached consensus to specify protection of the Chattahoochee River Corridor and add an objective related to protection of streams and waterways.

Reviewing the future land use recommendations, the CAC confirmed the height and density recommendations for the mixeduse areas and locations. They requested addition of language in Newtown to explain the mixed-use is intended as a first-come, first-served enhancement on one but not all three corners.

On the Future Land Use map, for the three properties proposed to shift to public recreation, based on feedback recieved, the CAC reached consensus on three updates: Heisman Field (in River Estates) as undeveloped, the 25-acres (in Medlock) as Residential-2, and the Standard Club (in Tech Park) as private recreation.

Related to TSPLOST, the CAC reviewed proposed adjustments to the discussion of TSPLOST projects in each Community Area and made further suggestions for improvement. The CAC then reviewed the transportation and trail improvement projects and reached consensus that the final maps and project lists should include both the initial recommendations and any projects suggested by community members.



Citizens Advisory Committee - Approval of Plan

On May 11, 2018, the CAC recieved an electronic copy of the Plan (updated to include the revisions discussed at their May 2, 2018 meeting) and Appendix A for final review and sign-off.

The CAC members were asked to review the documents and share feedback as to if further edits were needed, if an additional meeting was needed to discuss major policy issues, or if the documents accurately reflected the consensus of the committee.

Several CAC members submitted minor edits but the committee members reached consensus through electronic exchange that no additional meeting was needed and the documents were ready for discussion and consideration by the Planning Commission and Mayor and City Council.

Planning Commission Meeting

On June 5, 2018, the Planning Commission conducted a public hearing to review the proposed Plan.

Nine individuals addressed the Commission with their concerns. Six individuals represented the Atlanta Athletic Club: two attorneys and four board members. Their concerns were over the Future Land Use Map designation of the 77-acre property known as the Heisman Field, which was shown as undeveloped. One resident expressed concern over the estimated total cost of projects included in the implementation plan. He cautioned that the list should be culled through and only projects where money is available and of a high priority should be included. Two residents spoke with regards to the transportation projects in the Johns Creek North Community Area and the residential density in the Ocee Community Area.

The Planning Commission recommended approving the Comprehensive Plan with revisions.



City Council Work Session and Meeting

On June 18, 2018, the Mayor and City Council met to review the Comprehensive Plan and feedback from the Citizens Advisory Committee and Planning Commission related to the document. Some of the discussions during the work session include demographics in the Community Areas, proposed density and height of future mixed-use development, and redevelopment of the shopping centers at Medlock Bridge and State Bridge Roads.

During the Council Meeting, seven citizens spoke regarding the Comprehensive Plan. Representatives from Atlanta Athletic Club and other property owners expressed concerns about the removal of the Transitional/Distinctive Areas. One citizen asked to lower the density of the Ocee Community Area and move the Colony Glen and Willow Run subdivisions from Ocee Community Area to Newtown Community Area.

City Council Work Session and Meeting

On July 9, 2018, the Mayor and City Council met to continue their review of the Comprehensive Plan.

One of the main focuses was the Transitional/Distinctive Areas designations in the 2008 Comprehensive Plan. Representatives from Atlanta Athletic Club expressed concerns about the removal of the Transitional/Distinctive Area designations and suggested changing the land use of their 77-acre parcel from residential -1 unit or less to mixed-use low-intensity. A few citizens spoke against such request. The Council also discussed multi-modal transportation, stormwater regulation, infrastructure needs for future residential development, etc.

City Council Work Session and Meeting

On July 23, 2018, the Mayor and City Council met to continue their review of the Comprehensive Plan. The Council discussed and revised the goals, objectives and strategies in Chapter 2. The Council asked Community Development staff to update the Comprehensive Plan and share with Johns Creek residents before the next Council Meeting on August 13, 2018.





City Council Work Session and Meeting

On August 13, 2018, the Mayor and City Council met to continue their review of the Comprehensive Plan. The Council discussed Page 35 of the vision chapter regarding the added sentence: "The goals, objectives, and strategies outlined in this Vision Chapter will require the majority of Council to support and move forward functionally and financially." Strategies under Goal 1 Objective 1 was discussed as well.

Three citizens spoke regarding the Comprehensive Plan. A representative from Atlanta Athletic Club as well as one citizen spoke in support of the revised strategies under Goal 1 Objective 1. One citizen suggested Council pause the effort to include more on stormwater and Metropolitan River Protection Act (MRPA). Staff affirmed for Council that the document appropriately considered stormwater and MRPA.

The Mayor and City Council voted unanimously to submit the Comprehensive Plan to Atlanta Regional Commission (ARC) and Georgia Department of Community Affairs (DCA) for their review.

ARC and DCA Approval

On August 16, 2018, ARC initiated the regional review of the City of Johns Creek Comprehensive Plan by distributing the document to all nearby communities and potentially affected parties. Comments were received through September 6, 2018. ARC shared comments from Gwinnett County's and Forsyth County's planning departments and provided clarification regarding the transportation issues raised by Gwinnett County. As noted elsewhere in the plan, Johns Creek is in the process of writing a comprehensive multi-modal Transportation Master Plan for the entire City of Johns Creek that may help bring together the eight Community Area transportation plans outlined in the Comprehensive Plan. The goal is to amend the Comprehensive Plan and incorporate the Transportation Master Plan when completed and adopted by the Mayor and City Council.

On September 25, 2018, the City received the approval letter from ARC with DCA advisory comments. ARC advised the next step would be for City adoption and sending digital copies of the adoption resolution and the final plan to ARC.

Georgia® Department of March Community Affairs





City Council Meeting - Adopting the Plan

On October 8, 2018, the Mayor and City Council met to adopt the Comprehensive Plan.

The Council reflected back on the extensive community engagement process that reached participants in face-to-face meetings and community events as well as online surveys and webbased feedback. The Council lauded staff and the Citizen Advisory Committee for their tireless efforts to ensure the resultant plan reflects the full range of community needs and values.

After specifically calling out the extra effort of key staff members, Mayor Bodker invited the entire Council down from the dais for a signing ceremony in which he inked the adopting Resolution and the group posed for a picture with the final plan. Council's words and actions recognized the magnitude of the ten year major update. Council closed by reiterating their support for subsequent efforts to implement the plan by updating related codes and ordinances that will translate the community's vision into reality in the years to come.



STATE OF GEORGIA COUNTY OF FULTON

Resolution 2018-10-28

RESOLUTION TO ADOPT THE CITY OF JOHNS CREEK COMPREHENSIVE PLAN 2030

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 adopted its first Comprehensive Plan on November 10, 2008 that met the requirements of State law, and obtained and has maintained Georgia Qualified Local Government status; and

WHEREAS, the City is required by State law to update its Comprehensive Plan at least every ten years by engaging its citizens in discussion on the future growth of the City; and

WHEREAS, the Atlanta Regional Commission (ARC) and the State of Georgia have completed their review of the City of Johns Creek's 2018 Comprehensive Plan Update (Plan) as documented in a letter from the ARC dated September 26, 2018 certifying that the Plan was prepared in accordance with the Standards and Procedures for Local Comprehensive Planning effective March 1, 2014 and established by the Georgia Planning Act of 1989 in order to maintain the status of a Qualified Local Government; and

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 and as such it shall be effective upon its adoption.

SO RESOLVED, this 8th day of October, 2018.

Michael E. Bodker, Mayor

Attest

R2018-10-28 Resolution Approving 2018 Comprehensive Plan



Community Education Session Thursday, September 29th 7:00 pm **SIGN-IN SHEET**

	Name	
An	re Marriman	
K	aren Daniel	
J	EFF BURNS	
N	ARK VENCO	
m	HRK ENDRES	
Ma	yor THOMPSON	
	RKBROWNING	
5	ohn Bradbarry	
	yee Reincold	

Name AD

Connect Johns Creek - Citizens Advisory Group							
Full Name 10/8/16 Tour of Communities		10/27/16 Meeting	1/24/17 Meeting	4/20/17 Meeting,			
Anand Thaker	h12						
Bob Gray							
Brian Skeens	Biga						
Chip Floyd							
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Rhena Spector	Ph- Spector						
Tom Roberts							



Citizens Advisory Committee Thursday, October 27th 6:00 pm **SIGN-IN SHEET**

Name	
Irene Sanders	
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Denise Harotal	
Chip Flord Karen Daniel	
Brian Skeens	
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Mark Venco	
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Planning Workshop #1 Thursday, October 27th 7:00 pm **SIGN-IN SHEET**



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Citizens Advisory Committee Thursday, November 10th 6:00 pm **SIGN-IN SHEET**



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Connect Johns Creek – Planning Workshop #2





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Citizens Advisory Committee Thursday, December 15th 6:00 pm **SIGN-IN SHEET**

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Citizens Advisory Committee Thursday, January 19th 6:00 pm **SIGN-IN SHEET**





Citizens Advisory Committee Thursday, February 2nd 6:00 pm **SIGN-IN SHEET**







Citizens Advisory Committee Thursday, March 2nd 6:00 pm **SIGN-IN SHEET**



Name SPAHIAVA TADAVARTHI no enny Zaprowski



Citizens Advisory Committee Meeting #8 Thursday, March 30th 6:00 pm **SIGN-IN SHEET**



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Citizens Advisory Committee Thursday, April 27th 6:00 pm **SIGN-IN SHEET**







Citizens Advisory Committee Wednesday May 17th 6:00 pm SIGN-IN SHEET







Citizens Advisory Committee Wednesday, June 21st 6:00 pm SIGN-IN SHEET



CAC Meeting #12 August 16, 2017 SIGN IN SHEET

NAME Mark Veneo Michael Pelot-Habbs 2 Margo 3 4 Irene Brian Skeens 5 and Levini Ed 9 anc G (0) chrane ames ur Y TI Dea Khena



Citizens Advisory Committee Meeting #13 Wednesday, October 4, 2017 6:00 PM





Citizens Advisory Committee Meeting #14 Wednesday, January 24, 2018 6:00 PM

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Citizens Advisory Committee Meeting # 15 Wednesday, February 1, 2018 6:00 PM

NAME	Signature
Anand Thaker	
Brian Skeens	12:82
Ed Pease	1
Chip Floyd	+
Irene Sanders	+
James Toth	t
James Turbyfill	1
Janet Yuen	+
Jay Lin	1
Karen Daniel	+
Kathleen Hulsey	1
Lavanya Ramanujan	5
Lenny Zaprowski	
Lisa Olson	+
Lu Post	+
Margot Vetrovsky	1
Mark Venco	1
Melissa Ummed	+
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Steve Gruber	
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Tech Park Community Workshop March 14, 2018 - 6:30 PM

March 14, 2018 - 6:30 PM Municipal Court 11445 Johns Creek Parkway Johns Creek, GA 30097



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River Estates Community Workshop March 20, 2018 - 6:30 PM

Thornhill Clubhouse - 9200 Waits Ferry Crossing Johns Creek, GA 30097

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Ron Murray	T
Diane Davis	
Stephen Olas	
Linda Main	
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Medlock Community Workshop March 21, 2018 - 6:30 PM Taylor Lodge - 11045 Parsons Road Johns Creek, GA 30097



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Rosemarie Turner
Rhena Spectar



Medlock Community Workshop March 21, 2018 - 6:30 PM

Taylor Lodge - 11045 Parsons Road Johns Creek, GA 30097





NAME	
John Broadus	
Helen Park	
Heather Samper	

NAME	
DOTIENE É. Stephens	
Joanne Eastell	
Brad Henry	



Autrey Mill Community Workshop March 28, 2018 - 6:30 PM Summerour House - 9770 Autrey Mill Road Johns Creek, GA 30022



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	NAME
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Johns Creek North Community Workshop March 29, 2018 - 6:30 PM Seven Oaks Clubhouse - 12275 Seven Oaks Pkwy

Johns Creek, GA 30005

NAME	
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Belinda Cook	
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Ocee Community Workshop April 11, 2018 - 6:30 PM Cameron Forest Clubhouse – 5090 Cameron Forest Pkwy Johns Creek, GA 30022

NAME	
HALE SPIEGELBERG	
Charles Flagler	
DOTENE Stephens	
DOTENE Stephens Monica LOENE	
Melpida Urbanaurz	
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Michele Attanson	
Trish Betterson Multe Gruber	
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Dagman Sands + Tom	,
JAM MATH GUSOJ	1
Lilian Tan	
THOMAS CORRIGAN	
BAN SUCKON	
Judy lebane	
DENIS TYRGER	
Stephanie Condres	
JONATHAN WASKOW	

NAME ZAPRONSILI LANY shin N PATTON SUCHI Ste run+ loun



Shakerag Community Workshop

April 19, 2018 - 6:30 PM

United Methodist Church – 11180 Medlock Bridge Road Johns Creek, GA 30097



NAME John Drize V Steve Broadben



Newtown Community Workshop April 24, 2018 - 6:30 PM Mount Pisgah -2850 Old Alabama Road Johns Creek, GA 30022

NAME	
WAYNE KIDD	
BARTEE LAMAR	
Suz Hrizen	
EDWARD CHARK	
KAREN POTMESIL	
Richard ? Dana Alford	
John D. P. cho	,
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Citywide Community Workshop April 26, 2018 - 6:30 PM Municipal Court 11445 Johns Creek Parkway Johns Creek, GA 30097



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Sybille Hartmann	
Brendan McGeever	
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Stephen Gruber Belinda Cook	
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Harminto Ongko Amy Albavia Litt Long ZAPLONSY	
Anne Hawine	



Citizens Advisory Committee

Wrap Up Meeting Wednesday, May 2, 2018 6:00 PM

NAME	SIGNATURE	EMAIL
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Mike Briselten		mrarkansas@aol.com
Raghava Tadavarthi	blastivitet -	raghavat@gmail.com
Rhena Spector	Rhe Snert	RhenaHS@gmail.com

Demographics of Johns Creek, North Fulton Cities and Atlanta Region (2017)

	Johns Creek	North Fulton Cities	Atlanta Region
Population	84,904	387,311	5,790,462
Median Age	39.4	38.1	35.9
Median Household Income	\$113,383	\$93,375	\$60,134
Population "Greatest Gen"	4,596	16,837	235,621
Population "Baby Boomers"	15,198	78,213	1,105,043
Population "Gen X"	27,299	111,000	1,644,453
Population "Millennials"	19,417	101,995	1,620,833
Population "Gen Z"	3	48,869	784,748

Source: ESRI

Population by Age in Johns Creek and North Fulton Cities (2017)

	Johns Creek	Milton	Sandy Springs	Alpharetta	Roswell	Mountain Park	Duluth	Peachtree Corners	Suwanee
Population "Greatest Gen"	4,596	2,279	9,284	3,410	8,383	48	1,759	2,423	941
Population "Baby Boomers"	15,198	7,034	16,734	10,475	17,481	125	5,182	7,016	3,002
Population "Gen X"	27,299	11,816	28,600	20,286	27,748	150	8,990	11,668	6,038
Population "Millennials"	19,417	9,677	30,480	16,630	22,306	123	8,281	11,745	4,595
Population "Gen Z"	18,394	7,910	18,007	13,216	20,083	112	5,782	8,932	3,857
Total	84,904	38,716	103,105	64,017	96,001	558	29,994	41,781	18,433

Source: ESRI

Population by Race in Johns Creek and North Fulton Cities (2017)

	Johns Creek	Milton	Sandy Springs	Alpharetta	Roswell	Mountain Park	Duluth	Peachtree Corners	Suwanee
White	48,511	28,442	60,027	39,794	62,146	501	12,133	19,528	10,192
African American/Black	7,144	3,113	18,557	6,607	10,019	17	5,920	8,907	2,503
Asian	24,340	4,560	6,216	10,819	4,539	22	6,293	4,062	4,046
Hispanic	3,867	2,055	12,301	5,140	13,778	15	4,075	6,634	1,358
Other	1,042	546	6,004	1,747	5,519	3	1,572	2,650	334
Total	84,904	38,716	103,105	64,017	96,001	558	29,994	41,781	18,433

Source: ESRI

DATA AND CHARTS

Educational Attainment in Johns Creek and North Fulton Cities (2017)

	Johns Creek	Milton	Sandy Springs	Alpharetta	Roswell	Mountain Park	Duluth	Peachtree Corners	Suwanee
Population with High School Diploma	4,469	2,309	8,625	3,860	8,601	24	4,784	3,826	1,865
Population with Bachelor Degree	21,959	10,838	27,440	17,531	24,105	178	5,777	9,601	4,350
Population with Graduate Degree	15,286	5,709	17,627	10,560	13,260	93	13,260	5,653	2,193

Source: ESRI

Median Household Income and Median Home Value in Johns Creek and North Fulton Cities (2017)

	Johns Creek	Milton	Sandy Springs	Alpharetta	Roswell	Mountain Park	Duluth	Peachtree Corners	Suwanee
Median Household Income	\$113,383	\$115,964	\$76,029	\$98,052	\$82,702	\$136,037	\$61,509	\$ 61,509	\$ 94,394
Median Home Value	\$368,725	\$473,007	\$480,833	\$368,807	\$333,289	\$476,866	\$200,880	\$ 329,057	\$ 296,162

Source: ESRI

Decades Structure Built in Johns Creek

	Residential	Commercial	Total
Prior to 1950	21	8	29
1950 - 1959	23	1	24
1960 - 1969	35	7	42
1970 - 1979	418	11	429
1980 - 1989	6,480	43	6,523
1990 - 1999	12,299	257	12,556
2000 - 2009	3,866	274	4,140
2010 - Present	1,304	43	1,347
Total	24,446	644	25,090

Sources: Fulton County Tax Assessor

DATA AND CHARTS

Population by Age in Eight Community Areas (2017)

	Autrey Mill	Johns Creek North	Medlock	Newtown	Ocee	River Estates	Shakerag	Tech Park
Population "Greatest Gen"	480	368	860	990	889	606	319	84
Population "Baby Boomers"	1,624	1,652	3,264	2,884	2,968	1,319	1,102	385
Population "Gen X"	2,377	5,217	5,327	3,997	5,275	1,333	2,732	1,041
Population "Millennials"	1,910	3,083	4,548	2,720	4,105	820	1,569	662
Population "Gen Z"	1,492	3,826	3,232	2,742	3,543	864	1,934	761

Source: ESRI

Population by Race in Eight Community Areas (2017)

	Autrey Mill	Johns Creek North	Medlock	Newtown	Ocee	River Estates	Shakerag	Tech Park
White	4,801	8,287	7,780	10,114	9,702	3,726	2,741	1,359
African American/Black	605	1,323	1,456	993	1,831	233	417	286
Asian	2,045	3,750	7,091	1,468	3,970	799	4,095	1,121
Hispanic	333	638	596	646	1,236	101	173	144
Other	93	126	160	145	421	13	59	26

Source: ESRI

Educational Attainment in Eight Community Areas (2017)

	Autrey Mill	Johns Creek North	Medlock	Newtown	Ocee	River Estates	Shakerag	Tech Park
Population with High School Diploma	399	700	1,014	788	1,633	306	204	138
Population with Bachelor Degree	2,343	3,453	4,029	4,034	4,341	1,366	1,795	598
Population with Graduate Degree	1,543	2,204	4,014	2,019	2,208	998	1,732	568

Sources: ESRI

Median Household Income and Median Home Value in Eight Community Areas (2017)

	Autrey Mill	Johns Creek North	Medlock	Newtown	Ocee	River Estates	Shakerag	Tech Park
Median Household Income	\$142,052	\$112,359	\$109,302	\$114,644	\$102,734	\$169,539	\$122,770	\$ 100,737
Median Home Value	\$568,031	\$363,462	\$439,459	\$351,488	\$281,025	\$658,854	\$364,857	\$ 347,778
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Sources: ESRI

DATA AND CHARTS

Land Use Changes in Johns Creek

Land Use Type	Current Land Use	Future Land Use	Land Use Change
Residential - 1 unit or less	3,265.0	5,772.4	2,507.4
Residential - 2 units or less	724.8	1,760.7	1,035.9
Residential - 3 units or less	5,184.0	4,789.4	-394.6
Residential - 4 units or less	2,054.3	0	-2,054.3
Residential - 5 units or more	196.8	0	-196.8
Commercial - Multi-Family	346.8	365.6	18.8
Commercial - Office	537.5	557.3	19.8
Commercial - Retail / Shopping Centers	579.5	395.0	-184.5
Mixed-Use Low-Intensity	0	177.8	177.8
Mixed-Use High-Intensity	0	98.5	98.5
Schools, Religious, Municipal	914.2	885.5	-28.7
Utilities	333.7	333.7	0
Recreational - Public	916.9	916.9	0
Recreational - Private	1,512.1	1,512.1	0
Agricultural	264.9	51.0	-213.9
Undeveloped	885.4	100.2	-785.2

Residential Build-out by Community Area

Land Use Type	Potential Residential Units Increase
Autrey Mill	36
Johns Creek North	155
Medlock	481
Newtown	616
Ocee	382
River Estates	97
Shakerag	1,204
Tech Park	2,460

Listing of projects completed or accomplished since the 2008 Comprehensive Plan.

ID	Description of Activity
C12	Convert Park Place School to a senior center
G11	Purchase land for Cauley Creek Park
NC5	Create a citywide Park Master Plan
NC6	Shakerag Park: Park Master Plan - Phase I
NC6.1	Shakerag Park: Development Plan I - Multi-use fields
NC6.2	Shakerag Park: Development Plan I - Park Improvements
NC7.1	Shakerag Park: Development Plan II - Bleachers
NC7.3	Shakerag Park: Development Plan - ADA Parking and Access Road
NC7.5	Shakerag Park: Development Plan - Multi-use trail extension behind Field #2 and Field #3
NC7.6	Shakerag Park: Development Plan - Playground with shade structure
NC7.7	Shakerag Park: Development Plan - Sidewalk extension along school access road from Rogers Circle to park entrance
NC7.14	Shakerag Park: Convert one existing grass field to artificial turf field
NC7.23	Shakerag Park: Add interpretive signage system for nature trails
NC8	Create a plan to investigate the location of future pocket parks
NC10.1	Develop the pocket park at State Bridge Road
NC12.1	Newtown Park: Development Plan II - Amenities/Pavilion
NC12.1.1	Newtown Park: Construct pavilion ADA restrooms
NC12.1.3	Newtown Park: Install pavilion lighting, staging, speakers and audio
NC12.3	Newtown Park: Development Plan, Club House - Bathroom renovations and new ADA unisex bathroom expansion
NC12.4	Newtown Park: Development Plan, Club House - New access road and ADA parking
NC12.6	Newtown Park: Add kitchen appliances for caterings events to community club house
NC12.7	Newtown Park: Pond Dredging
NC12.8	Newtown Park: Sidewalk and step connections throughout the park
NC12.13	Newtown Park: Expand community gardens by Park Place
NC12.17	Newtown Park: Convert the main soccer field grass surface into artificial turf
NC13.5	Ocee Park: Convert existing playground to an ADA accessible Playground
NC13.7	Ocee Park: Improve ADA access to Field #5

ID	Description of Activity
NC14	Locate and construct a well to provide water source for irrigation of fields at Newtown and Ocee Parks
NC16	Tournament Park Purchase at Cauley Creek
NC18	Community Park Purchase at TPA (+/- 20 acres)
T1	Design and construct intersection improvement at Jones Bridge Road at Waters Road
T2	Design and construct intersection improvement at Jones Bridge Road at Buice Road
Т3	Design and construct intersection improvement at Jones Bridge Road at Morton Road
T4	Design and construct intersection improvement at Boles Road at Bell Road
T7.4	Widen Old Atlanta Road from St Marlo Country Club Parkway to McGinnis Ferry Road
T11	Old Alabama Road capacity improvements from Nesbit Ferry Road to Jones Bridge Road and operational improvements from Jones Bridge Road to Buice Road
T11.1.1	Add left-turn Lane on Old Alabama Road at Autrey Mill Nature Preserve
T12	Widen Old Alabama Road from Buice Road to Medlock Bridge Road
T13.1	Design and construct a bridge replacement on Bell Road over Cauley Creek
T13.2	Design and construct a bridge replacement on Parsons Road over Johns Creek
T13.3	Intelligent Transportation System (ITS) improvements along Jones Bridge Road from Old Alabama to McGinnis Ferry Road, Old Alabama Road from Mt Pisgah driveway to Medlock Bridge Road, McGinnis Ferry Road from Jones Bridge Road to Medlock Bridge Road, and Medlock Bridge Road from McGinnis Ferry Road to Hospital Parkway
T13.3.1	Pleasant Hill Road Advanced Traffic Management System (ATMS) from Buford Highway to Fulton County Line
T13.3.2	ITS system expansion along McGinnis Ferry Road, Abbotts Bridge Road, and State Bridge Road
T13.3.3	Traffic Control Center (TCC) Expansion
T13.3.4	Citywide signal backup power and adaptive signal control system for McGinnis Ferry Road, Medlock Bridge Road, and State Bridge Road
T13.7.1	Design and construct southbound right-turn lane on Medlock Bridge Road from State Bridge Road to Old Alabama Road. Extend northbound left-turn lane on Medlock Bridge Road at Medlock Crossing Parkway
T13.8.1	Widen Kimball Bridge Road from Old Milton Parkway to Jones Bridge Road (Engineering and Right-of-Way)
T13.8.1.1	Restripe Kimball Bridge Road from Jones Bridge Road to Kimball Parc Way
T13.8.2	Abbotts Bridge Road operational and safety improvements from Jones Bridge Road to Parsons Road (Engineering and Right-of-Way)
T13.10	Widen Jones Bridge Road from Old Alabama Road to McGinnis Ferry Road
T13.10.1	Widen Brookwood Road from McGinnis Ferry Road to Peachtree Parkway (Right-of-Way)
T13.15	Citywide ITS and Operational Improvements

ID	Description of Activity	
T16	Develop concept design considering innovative intersection configurations at the intersection of State Bridge Road and Kimball Bridge Road	
T17	Develop concept design considering innovative intersection configurations at State Bridge Road and Jones Bridge Road and operational improvements at Jones Bridge Road and Morton Road	
T17.1	Capacity/operational improvements on Jones Bridge Road from State Bridge Road to Abbotts Bridge Road	
T17.2	Intersection improvements at Jones Bridge Road and McGinnis Ferry Road	
T17.3	Intersection improvements at Jones Bridge Road and State Bridge Road	
T18	Develop concept design considering innovative intersection configurations at Kimball Bridge/Abbotts Bridge Road at Jones Bridge Road	
T19	Intersection operational improvement at Old Alabama Road and Jones Bridge Road and capacity improvements along Jones Bridge Road from Waters Road to Old Alabama Road	
T20	Intersection operational improvement at Old Alabama Road and Haynes Bridge Road	
T24	Design and construct improvements along Sargent Road to provide turn lanes and improve sight distance. Design an urban compact roundabout at Sargent Road and Lexington Road	
T24.1	Design and construct improvements at Sargent Road and Crossington Road to improve safety and operations	
T26	Design and construct Old Alabama Road improvements from Nesbit Ferry Road to Jones Bridge Road	
T26.3	Construct traffic signal at Nesbit Ferry Road and Brumbelow Road	
T26.4	Prepare planning document for Nesbit Ferry Road Corridor	
T27.1	Safe Routes to School - extend sidewalk along school access road from Rogers Circle to Shakerag Park entrance	
T28.2	Safe Routes to School - design and construct improvements at Medlock Crossing Parkway and State Bridge Road	
T32.1	Replace traffic signal and upgrade program due to structural deficient poles and weathered wiring	
T32.2	Replace greenway trail light	
T32.3	Radar Signs	
T36	Perform repaving/reconstruction to bring main roadways and high-traffic local roads up to Pavement Condition Index (PCI) of above 70	
T36.1	Neighborhood paving program	
T37	Create Major Thoroughfare Plan to indicate existing and future right-of-way recommendations	
T38.1	Florida "T" intersection at Sargent Roadat and McGinnis Ferry Road	
T38.2	Intersection of Johns Creek Parkway and McGinnis Ferry Road	
T39.1.2	State Bridge Road (westbound) right-turn from Whole Foods To Medlock Bridge Road	
T39.1.3	State Bridge (westbound) left-turn extension	

ID	Description of Activity	
T45	Complete sidewalk 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	
T45.01	Construct sidewalks along Alvin Road	
T49	Develop a plan for landscaping and parking/trailheads for the multiuse trails system	
T50	Implement multi-use trails amenities previously approved by Mayor and City Council	
T51	Create database of remnant pieces from the Georgia Department of Transportation and Fulton County for potential green space	
T52	Create median beautification program along McGinnis Ferry Road	
T53.1	Landscaping along State Bridge Road	
T54	Create storm drain maintenance program	
T56	Study Haynes Bridge Road between Old Alabama Road and City limit to evaluate potential for additional capacity within existing right-of- way	
T56.1.1	Design and construct right-turn lane from Haynes Bridge Road onto Old Alabama Road	
T57	Study Medlock Bridge Road between Old Alabama Road and State Bridge Road to evaluate potential for additional capacity within existing right-of-way	
T58	Study/survey Jones Bridge Road between State Bridge Road and Douglas Road to evaluate potential for additional capacity within existing right-of-way	
T62	Johns Creek Greenway along Webb Bridge Road to Big Creek Greenway	

CONSISTENCY WITH REGIONAL WATER PLAN

Water Protection Regulations and Policies

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

Water Supply Watersheds

Johns Creek lies within the Chattahoochee watershed. According to the Georgia Department of Natural Resources, the City is also located within the Upper Chattahoochee drinking water supply watershed. The southern border of the City is defined by the Chattahoochee River. The land along this corridor is protected by the Metropolitan River Protection Act. Additional stream buffer provisions have been enacted by the City of Johns Creek under Chapter 109, Article V of their Code of Ordinances. These include an undisturbed natural vegetative buffer of 50 feet measured horizontally on both stream banks as measured from the point of wrested vegetation. An additional setback of 25 feet measured horizontally beyond the undisturbed natural vegetative buffer prohibits impervious cover. Grading filling and earth moving shall be minimized within this setback.

Groundwater Recharge Areas

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

be warranted in the area in order to appropriately protect this important resource.

Wetlands

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

Protected Mountains

Johns Creek does not contain any protected mountains.

Protected River Corridors

The Metropolitan River Protection Act, originally adopted in 1973, protects the Chattahoochee River Corridor, a portion which is located in Johns Creek, which extends from the Buford Dam through Douglas County. The Chattahoochee River and its tributaries fall under the protection of the Metropolitan River Protection Act. No land-disturbing activities may occur in the 35 foot riparian buffer along the main stem of the Chattahoochee River and along all tributaries within 2,000 feet of the river. In addition, the Chattahoochee River is protected by the Tributary Protection Act and the Georgia Mountain and River Protection Act. These include provisions for protecting the river's water quality by limiting the amount of impervious surface and clearing along the river and its tributaries.

Flood Plains

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

- Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- Restrict or prohibit uses which are dangerous to health, safety and property due to flooding or erosion hazards, or which increase flood heights, velocities, or erosion;
- Control filling, grading, dredging, and other development which may increase flood damage or erosion;
- Prevent or regulate the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards to other lands;
- Limit the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of flood waters; and
- Protect the stormwater management, water quality, stream bank protection, stream corridor protection, wetland preservation, and ecological functions of natural floodplain areas.

LIST OF SUBDIVISIONS BY COMMUNITY AREA

Subdivision Name	Community Area
Abberly Towneship	Ocee
Abbotts Bridge Place	Medlock
Abbotts Chase	Johns Creek North
Abbotts Cove	Johns Creek North
Abbotts Falls	Medlock
Abbotts Landing	Ocee
Abbotts Mill	Medlock
Abbotts Pond	Ocee
Abbotts Run	Medlock
Abbotts Square	Ocee
Abbotts Station	Tech Park
Abbotts View	Medlock
Abbotts Walk	Medlock
Adair Manor	Shakerag
Alvin Estates	Newtown
Amberleigh	Shakerag
Ammersee	River Estates
Anaheim Farms	Newtown
Andover	Johns Creek North
Arium Johns Creek	Medlock
Arlington Pointe	Ocee
Ashland	Johns Creek North
Ashlee Oaks	Ocee
Ashley Glen	Newtown
Ashwood Meadows	Tech Park
Autry Township	Newtown
Autry Trail	Autrey Mill

Subdivision Name	Community Area
Aviary	Ocee
Aviary Ridge	Ocee
Avonlea on the River	Medlock
Aylesbury Farms	Medlock
Bayard	River Estates
Beckton Hall	Ocee
Belcrest	Shakerag
Bellacree	Shakerag
Bellemont Farms	Shakerag
Bellingrath Commons	Newtown
Benton House	Johns Creek North
Blackstone	Shakerag
Bridgemor Heights	Ocee
Bridgestone	Ocee
Bridgetown Villas	Newtown
Bridgeview at Bellmoore Park	Shakerag
Bridgewater	Newtown
Brookdale	Ocee
Brookhaven	Shakerag
Brookhollow	Ocee
Brookmere at Johns Creek	Shakerag
Brookshire Lake	Autrey Mill
Brookview at Bellmoore Park	Shakerag
Brumbelow Crossing	Newtown
Brydon Park at Thornhill	River Estates
Buice Creek Reserve	Ocee
Buice Road	Autrey Mill

Subdivision Name	Community Area
Byers Landing	Ocee
Cambridge	Johns Creek North
Cameron Crest Farms	Autrey Mill
Cameron Forest	Ocee
Cameron Parc	Autrey Mill
Carriage Homes at River Farm	River Estates
Carriage Park	Johns Creek North
Carrington	Newtown
Chartwell	Newtown
Chessington Chase	Ocee
Churchill Downs	Ocee
Citadella	River Estates
Clublands	Autrey Mill
Cohen Home	Autrey Mill
Coldstream Courts	Autrey Mill
Colony Glen	Ocee
Concord Hall	Johns Creek North
Country Club of the South	River Estates
Coventry at Jones Bridge	Newtown
Creekside	Ocee
Creekside Crossing	Medlock
Cresslyn	Johns Creek North
Crossington Road at Wellington	Johns Creek North
Devonhall	Shakerag
Donamere	Ocee
Doublegate	Autrey Mill
Duck Pond	Ocee

LIST OF SUBDIVISIONS BY COMMUNITY AREA

Subdivision Name	Community Area
Eagle Glen	Newtown
Easthaven	Shakerag
Eaton Manor	Medlock
Edgehill Place	Ocee
Edgewater Estates	Shakerag
Ellington	River Estates
Ellsworth	Shakerag
Enclave at Breckenridge	Newtown
Enclave at Farmbrook	Autrey Mill
Enclave at Foxdale	Medlock
Enclave at Wellington	Johns Creek North
Enclave on Johns Creek	Ocee
Estates at Deer Chase	Newtown
Estates at Foxdale	Medlock
Estates at Johns Creek	Johns Creek North
Estates at Wellington	Johns Creek North
Evergreen Trace	Newtown
Fairway Ridge	Newtown
Falcon Ridge	Ocee
Falls of Autry Mill	Autrey Mill
Farmbrook	Autrey Mill
Feather Sound	Newtown
Findley Chase	Johns Creek North
Findley Cove	Johns Creek North
Forest, The	Johns Creek North
Forrest Lake	Autrey Mill
Fox Creek	Autrey Mill

Subdivision Name	Community Area
Fox Glen	Johns Creek North
Foxworth	River Estates
Gates at Johns Creek	Shakerag
Gates	Ocee
Georgian Ridge	Newtown
Glastonberry	Newtown
Glenhurst	Medlock
Glenside	Medlock
Grand Estates of the South	Newtown
Greenwich Park	Autrey Mill
Hampton Square	Ocee
Hartridge	Newtown
Haydens Walk	Autrey Mill
Haynes Bridge Manor	Newtown
Haynes Landing	Newtown
Haynesbrooke	Newtown
Hearthside	Tech Park
Herrington Cove	Ocee
Highgate	Medlock
Highland Park	Johns Creek North
Highlands at Johns Creek	Johns Creek North
Hillbrooke	Johns Creek North
Homestead, The	Shakerag
Hunters Close	Ocee
Hunters Forest	Ocee
Huntington	Shakerag
Hunts Pointe	Autrey Mill

Subdivision Name	Community Area
Inisfree	Newtown
lvey Hall	Medlock
lvey Ridge	Newtown
Jaden Woods	Shakerag
Johns Creek Senior Living Care	Newtown
Johns Creek Station	Shakerag
Jones Bridge Crossing	Ocee
Jones Bridge Estates	Ocee
Jones Bridge Hills	Ocee
Jones Bridge Landing	Newtown
Jones Bridge Place	Ocee
Jones Bridge Plantation	Ocee
Jones Bridge Woods	Ocee
Jones Estates	Ocee
Kensington Oaks	Johns Creek North
Kilarney at St. lves	Medlock
Kimball Bridge at Creekside	Ocee
Kimball Parc	Ocee
Kings & Priests	Shakerag
Kingston Crossing	Autrey Mill
Kingston Manor Park	Autrey Mill
Lakehill	Ocee
Lakeview Estates	Autrey Mill
Laurel Ridge	Johns Creek North
Laurelwood	Shakerag
Lexington Woods	Johns Creek North
Linkwood	Autrey Mill

LIST OF SUBDIVISIONS BY COMMUNITY AREA

Subdivision Name	Community Area
Londonberry	Ocee
Long Indian Creek	Ocee
Long Pointe	Newtown
Mabry Park	Ocee
Mackinac	Newtown
Madison Park	Newtown
Magnolia Park	Newtown
Mayfair	Newtown
Meadowview at Bellmoore Park	Shakerag
Medlock Bridge	Medlock
Merrimont	Ocee
Montclair	Shakerag
Morningside	Ocee
Morton Chase	Ocee
Morton Plantation	Ocee
Morton Reserve	Ocee
Mount View	Newtown
Myers Park	Medlock
Noor	Ocee
North Bridges	Ocee
North Fulton Estates	Medlock
North Peak	Newtown
Northhaven at Johns Creek	Ocee
Oak Bridge	Newtown
Oak Landing	Ocee
Oakmont	Medlock
Oaks at Johns Creek	Tech Park

Subdivision Name	Community Area
Old Taylor Farms	Shakerag
Orchards at Jones Bridge	Ocee
Oxford Mill	Autrey Mill
Palisades at Bellmoore Park	Shakerag
Papillon	Autrey Mill
Park at Breckenridge	Newtown
Park at Haynes Manor	Newtown
Park at Nesbit Place	Newtown
Park at Rivermont	Newtown
Park at Wellington	Johns Creek North
Parkside	Shakerag
Parsons Run	Medlock
Parsons Station	Medlock
Parsons Walk	Medlock
Pine Ridge	Ocee
Pinnacle	Newtown
Preserve at Johns Creek	Johns Creek North
Preston Oaks	Newtown
Prestwick	River Estates
Quail Hollow Estates	Shakerag
Queensbury	Newtown
Queensbury East	Newtown
Randolph Hall	Medlock
Regency at Johns Creek Walk	Tech Park
Regency at Wellington	Johns Creek North
Reserve at Autry Mill	Autrey Mill
Reserve at Foxdale	Medlock

Subdivision Name	Community Area
Reserve at Johns Creek Walk	Tech Park
Reserve at Wellington	Johns Creek North
Residences at Johns Creek Walk	Tech Park
Retreat at Johns Creek	Medlock
Ridge at Brumbelow	Newtown
River Club	River Estates
River Farm	River Estates
River Glen	River Estates
River Knoll	Autrey Mill
River Ridge	Newtown
River Trace	Newtown
River Walk	Shakerag
Rivermont	Newtown
Rivermont Club	Newtown
Rivermont Colony	Newtown
Rivermont Village	Newtown
Riverwood	River Estates
Roswell Mill	Ocee
Saddle Bridge	Ocee
Saint Clair	Newtown
Seven Oaks	Johns Creek North
Shakerag Manor	Shakerag
Silver Ridge	Ocee
Sojourn	Medlock
Spring Garden	Autrey Mill
Spring Meadow Farms	Shakerag
Springfield	Ocee
LIST OF SUBDIVISIONS BY COMMUNITY AREA

Subdivision Name	Community Area
St. Amour	Johns Creek North
St. Andrews Apartments	Newtown
St. lves Country Club	Medlock
St. lves Memory Care	Medlock
St. Regis	Newtown
Standard View	Johns Creek North
Stevens Creek	Johns Creek North
Stone Pond	Autrey Mill
Stonegrove Overlook	Medlock
Stonehaven	Medlock
Stratmore	Autrey Mill
Sugar Mill	Medlock
Summer Trace	Newtown
Summit Point	Ocee
Sunrise at Ivey Ridge	Newtown
Sunrise at Johns Creek	Tech Park
Surrey Park	Medlock
Tavistock	Shakerag
Thornhill	River Estates
Timberlane	Ocee
Timberstone	Newtown
Towne Village at New Haven	Medlock
Twin Creeks at Bellmoore Park	Shakerag
Vicarage, The	Johns Creek North
Village at Jones Ferry	Newtown
Village at Thornhill	River Estates
Villas of Johns Creek	Medlock

Subdivision Name	Community Area
Waterford	Ocee
Waterstone	Medlock
Wellsley	Johns Creek North
Wentworth	Newtown
Westbury	Johns Creek North
Willow Royal	Newtown
Willow Run	Ocee
Windermere Park	Ocee
Windgate	Johns Creek North
Windsong Trace	Johns Creek North
Winfield on the River	River Estates
Winthrop Park	Autrey Mill
Woodland Hills	Newtown
Woodlands at Bellmoore Park	Shakerag
Woodridge	Newtown
Woodvale	Newtown
Wynbridge	Ocee
Wynbrook	Newtown
Wyngate	Johns Creek North

Atlanta Regional Commission (ARC): The agency responsible for regional planning and intergovernmental coordination for the Atlanta Metropolitan Area which includes ten counties (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale Counties) and all the cities within those counties.

Baby Boomers: Anyone born between 1948 and 1962.

Build-out Analysis: An estimate of the total amount of development that may be built in an area under a certain set of assumptions, including applicable land use laws, policies (e.g., zoning) and environmental constraints. It is a necessary component of effective planning because it provides the framework for future growth.

Citizens Advisory Committee (CAC): Twenty-six member citizen group formed in 2016 by the Mayor and Council to initiate the comprehensive planning process.

Capacity Improvement: An improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.

Community Work Program: The portion of the comprehensive plan that describes the specific activities that a local government plans to undertake during the next ten years to address the plan's goals. Activities may include any activities, initiatives, programs, ordinances, administrative systems (such as site plan review, design review, etc.) to be put in place to implement the plan.

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

Conservation Area: Any land set aside for conservation of the land in its natural state, or for future use as parks and open space.

Conservation Subdivision: The design of a residential subdivision that maintains its zoned/permitted project density, but configures the home placement/arrangement in such a way that it maximizes open and green space for conservation.

Curb Cuts: A ramp or indentation that allows for a smooth transition between a sidewalk and a street

Department of Community Affairs (DCA): The state agency created in 1977 to serve as an advocate for local governments. DCA operates a host of state and federal grant programs; serves as the state's lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state's solid waste reduction efforts.

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.

Dwelling Unit: A room or group of rooms occupied or intended for occupancy as separate living quarters.

Feasibility Study: A combination of a market study and an economic analysis that provides the facts about a proposed project and estimates the expected return on investment to be derived from the project.

Floodplain: A portion of land that is within the flooding boundary of a given watershed.

Forecast: A projection tempered by stated policy considerations, including the reconciliation of past and current trends with current and future policies. Ideally, forecasts reflect the best professional judgment concerning the impact of trends and present conditions on the future development opportunities. Therefore, forecasts should represent the most realistic assessment of the future.

Gateways: Locations that signify the entrance to a community.

Generation X: Anyone born between 1963 and 1982.

Generation Z: Anyone born between 2003 and 2017.

Generation Z+: Anyone born after 2018.

Georgia Department of Transportation (GDOT): The State of Georgia's transportation management authority.

Green Infrastructure: A network of large undisturbed land areas connected by designated pathways for the movement of wildlife and humans.

Green Space: The system of public and private areas that include parks, stream valleys, trails, easements, riverfront areas, landscape areas along streetscapes, courtyards, golf courses, cemeteries, and similar elements.

Historic Preservation: The process of identifying, protecting, enhancing buildings, places, and objects of historical and cultural significance.

Land Use: The types of buildings and activities existing in an area or on a specific site. Land use is to be distinguished from zoning, the latter being the regulation of existing and future land uses.

Land Trust: Usually a private non-profit entity that serves to protect natural resources and permits very limited, if any, development activity.

Level of Service (LOS): A set of operating conditions describing the ability of a road network to handle traffic.

Median Household Income: The income level made by each household where half of the homes in the area earn more and half earn less.

Millennials: Anyone born between 1983 and 2002.

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

Mixed-Use Low-Intensity: A planned development with a mix of residential, commercial retail and office uses that includes public park space. Residential uses include single family detached, duplex, triplex, townhouses, condos, stacked flats and live-work units. Garden style apartments are not permitted. The maximum residential density is 8 units per acre, and the maximum height is 3 stories/40 feet.

Mixed-Use High-Intensity: A planned development with a mix of residential, commercial retail and office uses that includes public park space. Residential uses include single family detached, duplex, triplex, townhouses, condos, stacked flats and live-work

units. Garden style apartments are not permitted. The maximum residential density is 16 units per acre, and the maximum height is 5 stories/75 feet.

Mobility: The degree to which someone can travel. Refers to the amount of costs that are associated with moving from one point to another.

Multifamily Housing: Housing structures that support more than one household within one dwelling unit.

Multi-modal: The many different types of transportation that are used by residents and business to move people and commerce. Modes of transportation include car, bus, PTV, walking, bicycling, light rail, heavy rail, truck, and equestrian trails.

Open Space: The portions of a property or land areas not occupied by buildings, parking, drive aisles, or other similar elements. The term may also refer to non-vegetated urban open spaces, such as plazas and parks.

Park: Publicly owned outdoor land set aside for the use of the public for recreation. A park must be of size or complexity to be used or visited. Simple landscaping, or a single piece of sculpture would not be considered a park without being part of a larger coordinated landscape area, or series of sculpture. The park is the backbone of any recreation and park system.

Personal Transportation Vehicle (PTV): Under Georgia law, a PTV is any motor vehicle having no fewer than three wheels, an unladen weight of 1,300 pounds or less, and which cannot operate at more than 20 miles per hour. Golf carts are considered as PTVs, but low-speed vehicles (LSV), neighborhood electric vehicles (NEV), power wheelchairs, scooters or any all-terrain vehicles are not.

Placemaking: A process by which people shape the public realm in a human scaled, pedestrian-oriented fashion that makes the place distinctive and memorable, more attractive to, and compatible with, the people who use it.

Recreational Trail: A pathway for use by pedestrians and where designated horseback riding, it may vary in width and may be constructed of hard or soft surface materials depending on location. A recreational trail is usually located outside of a roadway right of way in a naturalized setting.

Redevelop: To demolish existing buildings or to increase the overall floor area existing on a property, or both, irrespective of whether a change occurs in land use.

Rezoning: The adjustment of the regulations that define how land, buildings, and structures within a specific geographic area can be used.

Right-of-way: A portion of the public space that is generally used for transportation. Public streets, highways, and strips of property owned by the public for providing utilities are all considered the right-of-way. There are policies related to the use of rights-ofway, as opposed to policies related to the use of private property. Right-of-way policies are intended to allow individuals to utilize public spaces while preserving the public interest. Right-of-way policies may regulate signage; traffic of pedestrians, bicycles, or automobiles; materials used in construction; street furniture; and public art.

Sidewalk: A pedestrian only pathway with a minimum width of 5 feet constructed primarily of concrete and with a minimum separation of 5 feet from back of the roadway curb by a landscaped strip. The minimum landscaped separation between a sidewalk

and the roadway shall not be less than 2 feet and the preferred separation is 10 feet.

Sprawl: An increase in unplanned development of land in suburban and rural areas outside of their respective urban centers.

Steep Slope: Slopes greater than 15 percent.

Stormwater Facilities: Engineered facilities that are designed to convey storm runoff, remove pollutants and to control flow rates. Stormwater facilities include storage facilities (ponds, vaults, under-ground tanks, and infiltration systems); water quality facilities (wetponds, biofiltration swales, constructed wetlands, sand filters, and oil/water separators); and conveyance systems (ditches, pipes, and catchbasins).

Stormwater Management: Anything associated with the planning, maintenance, and regulation of facilities which collect, store, or convey stormwater.

Streetscape: The design of a street, including the roadbed, sidewalks, landscape planting, furnishings along the street, and the character of the adjacent building façade.

Subdivision: A division of one portion of land into two or more smaller lots. The resulting areas of parcels are often referred to as 'subdivisions'.

Sustainability: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Traffic Calming: The combination of primarily physical measures that reduce the negative effects of motor vehicle use. Measures

may include speed humps, raised crosswalks, speed tables, textured surfaces, traffic circles, and others.

Trail: A pathway for use by pedestrians and bicycle, with a minimum width of 10' and may be constructed of concrete or other appropriate surface materials depending on location. A trail typically has a minimum of 5 feet separation from back of curb by a landscape strip along roadways with posted speed limits of 35 mph or less; a minimum of 10 feet separation from back of curb by a landscape strip along roadways with posted speed limits of 45 mph or less; and typically a minimum of width of 20 feet separation from back of curb by a landscape strip along roadways with posted speed limits of 45 mph or less; and typically a minimum of width of 20 feet separation from back of curb by a landscape strip along roadways designated with posted speed limits greater than 45 mph. A trail may be located away from a road through access easements and/ or buffers when developed as a path way to connect uses.

Tree Canopy: The shade or coverage provided by forests. It is above the ground portion of trees including the branches and foliage.

Urban Design: Urban Design focuses on the public realm which includes the things you see and the spaces that you inhabit as you would walk down a street. It includes streets, sidewalks, street furniture and amenities, gathering spaces, and the building's design and orientation. These factors improve the way places look and contribute to improving community character. Ultimately, the sense of place and overall quality of life of residents, workers, and visitors is improved. A well-planned development that incorporates principles and practices of urban design can help promote the economic performance of an area.

Walkability: The extent to which the built environment feels comfortable to pedestrians and encourages people to walk. A broad range of community design features support walking,

including sidewalks, street furniture, trees, the arrangement of buildings, pedestrian crossings, etc.

Watershed: An area of land with a common drainage point.

Workforce Housing: Housing that is affordable to workforce households.

Zoning: The legal power of government to regulate the use of private property for the purpose of protecting public health and safety, preserving critical areas, promoting orderly growth, and encouraging development to occur at a rate and manner that the community desires. It is also the process of regulating the land use and building design (such as height, size, spacing and use) within a community. In the general sense, zoning determines what can be developed and where and how it can be developed.

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RESIDENTIAL DENSITY MAP



ZONING MAP



ACKNOWLEDGMENTS

CITIZENS ADVISORY COMMITTEE

Mike Briselten Karen Daniel Chip Floyd Bob Gray Denise Harold Kathleen Hulsey Jay Lin Lisa Olson Ed Pease Michael Pelot-Hobbs Lu Post Lavanya Ramanujan Tom Roberts Irene Sanders Brian Skeens **Rhena Spector** Raghava Tadavarthi Anand Thaker James Turbyfill James Toth Melissa Ummed Mark Venco Margot Vetrovsky lason Williams** lanet Yuen Lenny Zaprowski

CITY COUNCIL

Mike Bodker, Mayor Lenny Zaprowski, Councilmember, Post 1 Jay Lin, Councilmember, Post 2 John Bradberry, Councilmember, Post 3 Chris Coughlin, Councilmember, Post 4 Stephanie Endres, Councilmember, Post 5 Steve Broadbent, Councilmember, Post 6

Cori Davenport, Former Councilmember Bob Gray, Former Councilmember

CITY MANAGEMENT

Warren Hutmacher, City Manager Kimberly Greer, Assistant City Manager

ACKNOWLEDGMENTS

CITY STAFF

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IT Department

Nick O'Day, Chief Data Officer

Department of Public Works

Chris Haggard, P.E., Assistant Director Thomas Black, TSPLOST Project Manager

Communication Department

Jeff Breslau*, Director Edie Damann, External Communications Manager Jennifer Chapman, Digital Communications Manager Connor McFadden, Video Production Manager

* Former Employee ** Deceased

Community Development Department 10700 Abbotts Bridge Road, Suite 190 Johns Creek, GA 30097 678-512-3200 connectjohnscreek.com



RESOLUTION TO ADOPT THE CITY OF JOHNS CREEK COMPREHENSIVE PLAN 2030

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 adopted its first Comprehensive Plan on November 10, 2008 that met the requirements of State law, and obtained and has maintained Georgia Qualified Local Government status; and

WHEREAS, the City is required by State law to update its Comprehensive Plan at least every ten years by engaging its citizens in discussion on the future growth of the City; and

WHEREAS, the Atlanta Regional Commission (ARC) and the State of Georgia have completed their review of the City of Johns Creek's 2018 Comprehensive Plan Update (Plan) as documented in a letter from the ARC dated September 26, 2018 certifying that the Plan was prepared in accordance with the Standards and Procedures for Local Comprehensive Planning effective March 1, 2014 and established by the Georgia Planning Act of 1989 in order to maintain the status of a Qualified Local Government; and

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 and as such it shall be effective upon its adoption.

SO RESOLVED, this 8th day of October, 2018.



Approved

Michael E. Bodker, Mayor

Attest:

Jones, Cit

R2018-10-28 Resolution Approving 2018 Comprehensive Plan