REGIONAL REVIEW FINDING

Atlanta Regional Commission • 40 Courtland Street NE, Atlanta, Georgia 30303 • ph: 404.463.3100 • fax:404.463.3105 • www.atlantaregional.com

DATE: Mar 25 2009 **ARC REVIEW CODE**: R903021

TO: Mayor Mike Bodker
ATTN TO: Justin Kirouac,
FROM: Charles Krautler, Director

NOTE: This is digital signature.
Original on file.

The Atlanta Regional Commission (ARC) has completed regional review of the following Development of Regional Impact (DRI). Below is the ARC finding. The Atlanta Regional Commission reviewed the DRI with regard to conflicts to regional plans, goals, and policies and impacts it might have on the activities, plans, goals, and policies of other local jurisdictions and state, federal, and other agencies. The finding does not address whether the DRI is or is not in the best interest of the local government.

Submitting Local Government: City of Johns Creek
Name of Proposal: **Johns Creek Walk Phase II**

Review Type: Development of Regional Impact	**Date Opened:** Mar 3 2009	**Date Closed:** Mar 25 2009

FINDING: After reviewing the information submitted for the review, and the comments received from affected agencies, the Atlanta Regional Commission finding is that the DRI is in the best interest of the Region, and therefore, of the State.

Additional Comments: The proposed Johns Creek Walk II is a mixed use development located on 30.18 acres in the City of Johns Creek. The proposed development will consist of 316 residential units, 48,000 square feet of retail space and 207 hotel rooms. The residential units will be comprised of 191 multifamily units and 125 senior housing units. Access to the development is proposed at three locations along Medlock Bridge Road. This is a re-review of the previously reviewed DRI 1418, Johns Creek Walk II. The original proposal is below.

ORIGINAL PROPOSAL:
The proposed Johns Creek Walk II is a mixed use development located on 30.18 acres in the City of Johns Creek. The proposed development will consist of 316 residential units, 48,000 square feet of retail space, and a 95 unit hotel. The residential units will be comprised of 126 townhomes, 65 apartment units, and 125 senior housing units. Access to the development is proposed at three locations along Medlock Bridge Road.

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES RECEIVED NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING	ARC TRANSPORTATION PLANNING	ARC ENVIRONMENTAL PLANNING
ARC DATA RESEARCH	ARC AGING DIVISION	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF NATURAL RESOURCES	GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY
METRO ATLANTA RAPID TRANSIT AUTHORITY	FULTON COUNTY	FULTON COUNTY SCHOOLS
CITY OF ALPHARETTA	FORSYTH COUNTY	GEORGIA MOUNTAINS RDC

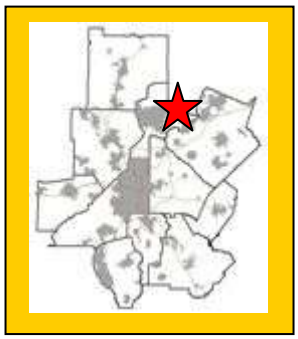
If you have any questions regarding this review, Please call Jon Tuley at (404) 463-3309. This finding will be published to the ARC website.

The ARC review website is located at: http://www.atlantaregional.com/landuse .

Preliminary Report:	March 3, 2009	DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT	Project:	Johns Creek Walk, Phase II #1999
Final Report Due:	April 2, 2009		Comments Due By:	March 17, 2009

FINAL REPORT SUMMARY

REVISED PROPOSED DEVELOPMENT:



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PROJECT PHASING:

The project is being proposed in one phase with a project build out date 2009.

GENERAL

According to information on the review form or comments received from potentially affected governments:

Is the proposed project consistent with the host-local government's comprehensive plan? If not, identify inconsistencies.

The project site is currently zoned MIX. The proposed zoning for the site is MIX conditional to allow for a senior living facility. Information submitted for the review states that the proposed development is consistent with the future development map for the City of Johns Creek, which designates the area the Medlock Bridge Road Corridor.

Is the proposed project consistent with any potentially affected local government's comprehensive plan? If not, identify inconsistencies.

No comments were received identifying inconsistencies with any potentially affected local government's comprehensive plan.

Will the proposed project impact the implementation of any local government's short-term work program? If so, how?

No comments were received identifying inconsistencies with any potentially affected local government's short-term work program.

Will the proposed project generate population and/or employment increases in the Region? If yes, what would be the major infrastructure and facilities improvements needed to support the increase?

No, the proposed development would not increase the need for services in the area.

What other major development projects are planned near the proposed project?

The ARC has reviewed other major development projects, known as Area Plan (1984 to1991) or as a DRI (1991 to present), within a 2 mile radius of the proposed project.

Year	Name
2007	Johns Creek Walk II
2003	Cauley Creek WRF 5.0 mgd expansion
2002	Cauley Creek WRF
2001	Abbotts Bridge Tract
1995	Medlock Bridge Tract
1994	Sargents/Abbotts Bridge Rds S/D
1992	Windward
1989	Blum Residential
1986	St.Ives
1986	Hillbrooke/Windgate
1984	Johns Creek

Will the proposed project displace housing units or community facilities? If yes, identify and give number of units, facilities, etc.

Based on information submitted for the review, the site is currently undeveloped.

Will the development cause a loss in jobs? If yes, how many?

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is located within the suburban neighborhood on the Atlanta Region Unified Growth Policy Map. Suburban neighborhoods are defined as areas that are located outside of the Central City or Activity Centers and will be developed at a more suburban scale with appropriate commercial development and low intensity mixed used serving the local area. The proposed mixed use development incorporates a variety of housing types and commercial development to serve the local area. The proposed development is the second phase of the Johns Creek Walk. The first phase included

210 apartments, 44 townhomes, 17 single family lots, and 60,000 square feet of retail and office space. These two developments provide individuals and families of various incomes and age groups opportunities to live, work, and shop within close proximity.

According to information submitted for the review, the proposed development will provide the connection of two existing trails on the north and south of the property. These trail connections are essential to providing alternative modes and route of travel throughout the region and greater contextual area in order to accommodate the expected growth efficiently and effectively. According to ARC's Regional Bicycle Transportation and Pedestrian Walkways Plan, multi-use trails should be 10'to 15' wide in order to safely accommodate two way traffic for both bicyclists and pedestrians. Anything less than 10' has the potential to create major safety issues for all users. It is recommended that the developer review ARC's Regional Bicycle Transportation and Pedestrian Walkways Plan for recommended construction of multi-use path facilities.

PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.

2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.

3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.

4. At strategic regional locations, plan and retail industrial and freight land uses.

5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.

6. Promote the reclamation of Brownfield development sites.

7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.

8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.

9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.

10. Promote sustainable and energy efficient development.

11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.

12. Increase the amount, quality, and connectivity, and accessibility of greenspace.

13. Provide strategies to preserve and enhance historic resources

14. Through regional infrastructure planning, limit growth in undeveloped areas of the region

15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.

16. Inform and involve the public in planning at regional, local, and neighborhood levels.

17. Coordinate local policies and regulations to support Regional Policies

18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.
Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.
Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.
Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.
Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.
Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.
Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.
Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.
Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.
Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate "big box" stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.
Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.
Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.
Practice 4: Keep speeds on local streets down to 20 mph.
Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).
Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.
Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.
Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.
Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.
Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.
Practice 11: Incorporate transit-oriented design features.
Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.
Practice 2: Channel development into areas that are already disturbed.
Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.
Practice 4: Design around significant wetlands.
Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.
Practice 6: Preserve significant uplands, too.
Practice 7: Restore and enhance ecological functions damaged by prior site activities.
Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.
Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.
Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer "life cycle" housing. Providing integrated housing for every part of the "life cycle."
Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.
Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.
Practice 4: Design of energy-saving features. Natural shading and solar access.
Practice 5: Supply affordable single-family homes for moderate-income households.
Practice 6: Supply affordable multi-family and accessory housing for low-income households.
Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.
Practice 8: Mix housing to the extent the market will bear.

LOCATION

Where is the proposed project located within the host-local government's boundaries?

The proposed development is located in the City of Johns Creek, at the intersection of Medlock Bridge Road and Johns Creek Parkway.

Will the proposed project be located close to the host-local government's boundary with another local government? If yes, identify the other local government.

The proposed development is entirely within the City's jurisdiction. The proposed development is less than a mile from Forsyth County and less than three miles from the City of Alpharetta.

Will the proposed project be located close to land uses in other jurisdictions that would benefit, or be negatively impacted, by the project? Identify those land uses which would benefit and those which would be negatively affected and describe impacts.

This will be determined based on comments received from potentially impacted local governments.

ECONOMY OF THE REGION

According to information on the review form or comments received from potentially affected governments:

What new taxes will be generated by the proposed project?

Estimated value of the development is $96.7 million with an expected $1,065,700 in annual local tax revenues.

How many short-term jobs will the development generate in the Region?

Short-term jobs will depend upon construction schedule.

Is the regional work force sufficient to fill the demand created by the proposed project?

Yes.

In what ways could the proposed development have a positive or negative impact on existing industry or business in the Region?

The proposed development will provide additional housing opportunities near existing employment centers within the region to allow individuals to live and work within close proximity.

NATURAL RESOURCES

Stream Buffers and Watershed Protection

The property is in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor. The site plan and the USGS coverage for the area show a tributary to Johns Creek, a Chattahoochee tributary, crossing the property, with an existing impoundment on the site. The stream is subject to the requirements of the City of Johns Creek stream buffer protection ordinance, which requires a 50-foot undisturbed buffer and an additional 25-foot impervious surface setback on most streams. The City's 50-foot buffer and 75-foot setback are clearly shown along the stream shown on the submitted site plan.

All state waters that may be on the property will also be subject to the 25-foot Erosion and Sedimentation buffer requirement. Any intrusion into the State 25-foot Erosion and Sedimentation will require a variance from Georgia EPD.

Stormwater / Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality. During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements. After construction, water quality will be impacted due to polluted stormwater runoff. ARC has estimated the amount of pollutants that will be produced after construction of the proposed development. These estimates are based on some simplifying assumptions for typical pollutant loading factors (lbs/ac/yr) from typical land uses in the Atlanta Region. The loading factors are based on the results of regional stormwater monitoring data from the Atlanta Region. Actual loading factors will depend on the amount of impervious surface in the specific project design. Required open space has been factored into the land use areas, so actual pollutant loadings may differ from the figures shown. The following table summarizes the results of the analysis:

Estimated Pounds of Pollutants per Year

Land Use	Land Area (ac)	Total Phosphorus	Total Nitrogen	BOD	TSS	Zinc	Lead
Commercial	14.44	24.69	251.26	1559.52	14194.52	17.76	3.18
Townhouse/Apartment	14.92	15.67	159.79	999.64	9026.60	11.34	2.09
TOTAL	29.36	40.36	411.05	2559.16	23221.12	29.10	5.27
Total % impervious	66%						

In order to address post-construction stormwater runoff quality, the project should implement stormwater management controls (structural and/or nonstructural) as found in the Georgia Stormwater Management Manual (www.georgiastormwater.com) and meet the stormwater management quantity and quality criteria outlined in the Manual and as required by Cobb County. Where possible, the project should utilize the stormwater better site design concepts included in the Manual.

HISTORIC RESOURCES

Will the proposed project be located near a national register site? If yes, identify site.

None have been identified.

In what ways could the proposed project create impacts that would damage the resource?

Not applicable.

In what ways could the proposed project have a positive influence on efforts to preserve or promote the historic resource?

Not applicable.

INFRASTRUCTURE

Transportation

How many site access points will be associated with the proposed development? What are their locations?

There will be three site access points associated with the proposed development. The first will be one full movement driveway with signalized access aligned with Johns Creek Parkway at Medlock Bridge Road. The second and third will be two right-in/right-out driveways along Medlock Bridge Road. One will be between Johns Creek Parkway and Abbotts Bridge Road and another will be between Johns Creek Parkway and McGinnis Ferry Road.

How much traffic (both average daily and peak am/pm) will be generated by the proposed project?

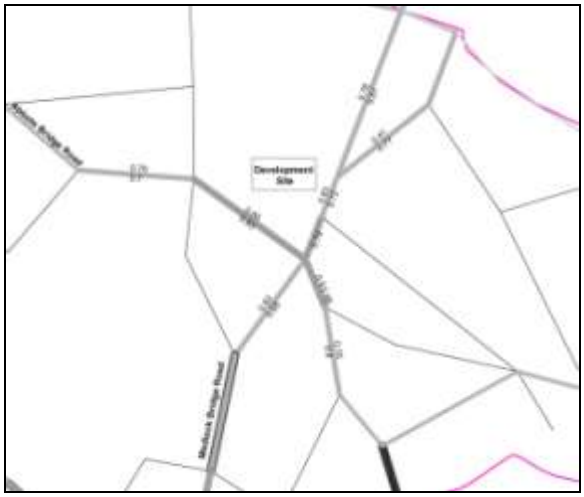
Land Use	A.M. Peak Hour			P.M. Peak Hour			24-Hour
	Enter	Exit	2-Way	Enter	Exit	2-Way	2-Way
Senior Attached Housing 25 Units	1	1	2	2	1	3	87
Hotel 193 Rooms	56	36	92	60	54	114	1,354
Residential Condominium/Townhouse 291 Units	21	100	121	96	48	144	1,592
Shopping Center 48,000 SF	*62*	*39*	*101*	*185*	*201*	*386*	*4,214*
Mixed-Use Reductions	*-6*	*-6*	*-12*	*-43*	*-43*	*-86*	*-906*
Alternative Mode Reductions	*-*	*-*	*0*	*-*	*-*	*0*	*0*
Pass-By Reductions	*0*	*0*	*0*	*-83*	*-82*	*-165*	*-1,128*
Total New Trips	**134**	**170**	**304**	**217**	**179**	**396**	**5,213**

What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

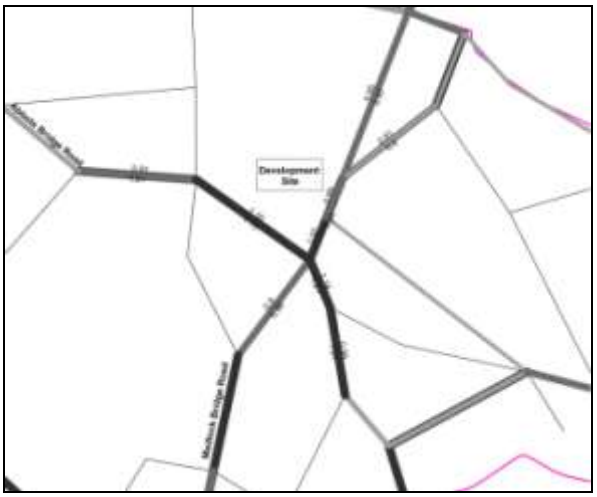
Incorporating the trip generation results, the transportation consultant distributed the traffic on the current roadway network. An assessment of the existing Level of Service (LOS) and projected LOS based on the trip distribution findings helps to determine the study network. The results of this exercise determined the study network, which has been approved by ARC and GRTA. If analysis of an intersection or roadway results in a substandard LOS "D", then the consultant recommends improvements.

Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type of terrain traversed and the percent of the road where passing is prohibited. LOS A is free-flow traffic from 0 to 0.3, LOS B is decreased free-flow from 0.31 to 0.5, LOS C is limited mobility from 0.51 to 0.75, LOS D is restricted mobility from 0.76 to 0.9, LOS E is at or near capacity from 0.91 to 1.00, and LOS F is breakdown flow with a V/C ratio of 1.01 or above. As a V/C ratio reaches 0.8, congestion increases. The V/C ratios for traffic in various network years are presented in the following table. Any facilities that have a V/C ratio of 1.0 or above are considered congested.

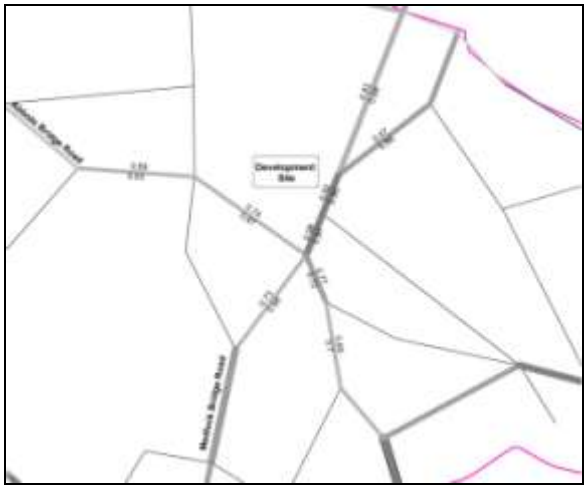
V/C Ratios



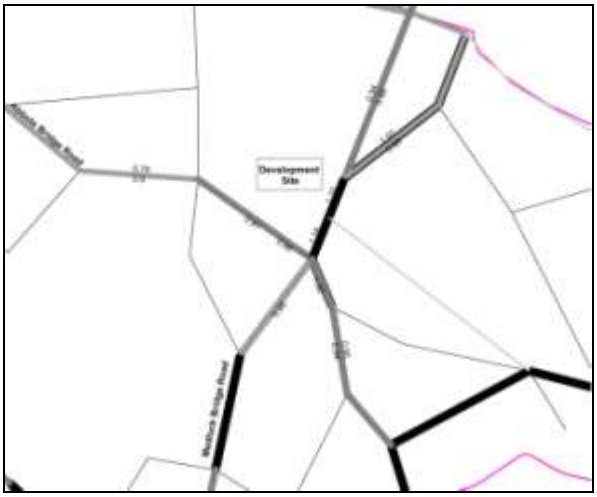
2010 AM Peak



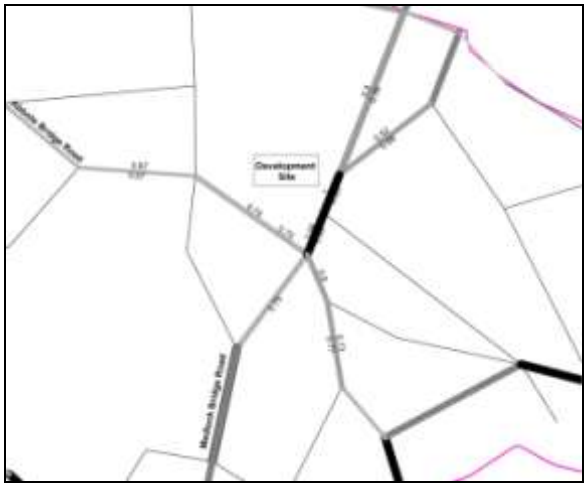
2010 PM Peak



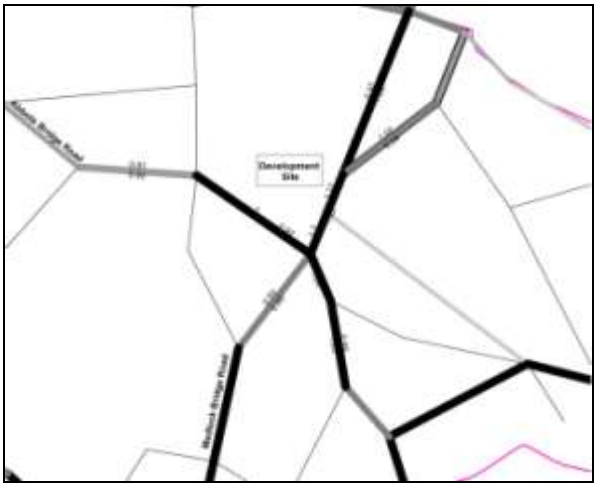
2020 AM Peak



2020 PM Peak



2030 AM Peak



2030 PM Peak

Legend

AM/PM Peak V/C Ratio — LOS A: 0 - 0.3 — LOS B: 0.31 - 0.5 — LOS C: 0.51 - 0.75 — LOS D: 0.76 - 0.90 — LOS E: 0.91 - 1.00 — LOS F: 1.01+

For the V/C ratio graphic, the data is based on 2010, 2020 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Evision6 and the FY 2008-2013 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses, volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

List the transportation improvements that would affect or be affected by the proposed project.

2008-2013 TIP*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
FN-236	SR 120 (Abbotts Bridge Road) at Boles Road	Roadway Operational Upgrades	2011

Envision6 RTP (Long Range Projects)*

ARC Number	**Route**	Type of Improvement	Scheduled Completion Year
FN-003A	SR 120 (Old Milton Pkwy) from North Point Pkwy to Jones Bridge Rd	General Purpose Roadway Capacity	2020

**The ARC Board adopted the Envision6 RTP and FY 2008-2013 TIP on September 26th, 2007.*

Summarize the transportation improvements as recommended by consultant in the traffic study for Johns Creek Walk II.

According to the findings, there will be some capacity deficiencies as a result of future year **background** traffic. The transportation consultant has made recommendations for improvements to be carried out in order to upgrade the existing level of service.

Site access requirements at the full-movement access opposite Johns Creek Parkway will require a new dedicated southbound right turn lane, the conversion of the existing northbound U-turn lane into a dedicated northbound left turn lane, dedicated lanes for all eastbound movements out of the project with a receiving lane for the eastbound right turn lane to create free-flow operations, and a new westbound shared through/left lane.

According to the findings, there will be some capacity deficiencies as a result of future year **total** traffic. The transportation consultant has made recommendations for improvements to be carried

out in order to upgrade the existing level of service. The recommendations stated in the no-build condition are also applicable to the build condition.

Site access requirements at the full-movement access opposite Johns Creek Parkway will require a new dedicated southbound right turn lane, the conversion of the existing northbound U-turn lane into a dedicated northbound left turn lane, dedicated lanes for all eastbound movements out of the project with a receiving lane for the eastbound right turn lane to create free-flow operations, and a new westbound shared through/left lane.

With the addition of traffic generated by Johns Creek Walk II, operations at the intersection of Medlock Bridge Road and Abbotts Bridge Road will further decline in the PM peak hour to LOS F. However, the use of a permitted + overlap phase in this peak hour on the westbound-right turn movement at this intersection will restore the LOS to the existing condition standard of LOS E.

Is the site served by transit? If so, describe type and level of service and how it will enhance or be enhanced by the presence of transit? Are there plans to provide or expand transit service in the vicinity of the proposed project?

GRTA Xpress Route 408 offers service from West Johns Crossing at Emory Hospital with stops along Johns Creek Parkway, Medlock Bridge Road en route to the Doraville MARTA station. The route operates on weekdays only and during the AM and PM peak periods.

What transportation demand management strategies does the developer propose (carpool, flex-time, transit subsidy, etc.)?

None proposed.

The development **DOES NOT PASS** the ARC's Air Quality Benchmark test.

Air Quality Impacts/Mitigation (based on ARC strategies)	Credits	Total
Where Residential is dominant, 10-12 units/ac	4%	4%
Where Residential is dominant, 10% Retail or 10% Office	4%	4%
Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses	5%	5%
Total		13%

What are the conclusions of this review? Is the transportation system (existing and planned) capable of accommodating these trips?

The proposed Johns Creek Walk II development is situated in an area that currently and will continue to experience high levels of congestion during the AM and PM peak periods on surrounding roadway networks. Of primary concern is the intersection of Medlock Bridge Road and Abbotts Bridge Road. According to the traffic study conducted by URS, the intersection performs at a level of service E with conditions deteriorating to level of service F during the PM peak period. Efforts to mitigate this issue

must be considered to ensure efficient traffic flow surrounding the proposed development. In addition to the proposed signal at the intersection of Medlock Bridge Road and Johns Creek Parkway, adequate capabilities for pedestrian crossing should be in place at this intersection.

INFRASTRUCTURE

Wastewater and Sewage

Based on regional averages, wastewater is estimated at 86,567 gallons per day.

Which facility will treat wastewater from the project?

Information submitted with the review states that the Johns Creek plant will provide wastewater treatment for the proposed development.

What is the current permitted capacity and average annual flow to this facility?

The capacity of Johns Creek is listed below

PERMITTED CAPACITY MMF, MGD [1]	DESIGN CAPACITY MMF, MGD	2001 MMF, MGD	2008 MMF, MGD	2008 CAPACITY AVAILABLE +/-, MGD	PLANNED EXPANSION	REMARKS
7	7	6.9	11.5	-4.5	Expansion to 15 mgd by 2005, subject to permitting	Cauley Creek flow of 2.5 mgd subtracted from Johns Creek flow in 2008.

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.
[1] *Source: Metropolitan North Georgia Water Planning District* ***SHORT-TERM WASTEWATER CAPACITY PLAN****, August 2002.*

What other major developments will be served by the plant serving this project?

ARC has reviewed a number of major developments that will be served by this plant.

INFRASTRUCTURE
Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 86,567 gallons per day based on regional averages.

How will the proposed project's demand for water impact the water supply or treatment facilities of the jurisdiction providing the service?

Information submitted with the review suggests that there is sufficient water supply capacity available for the proposed project.

INFRASTRUCTURE

Solid Waste

How much solid waste will be generated by the project? Where will this waste be disposed?

Information submitted with the review 3,125 tons of solid waste per year and will be disposed in Fulton County.

Will the project create any unusual waste handling or disposal problems?

No.

Are there any provisions for recycling this project's solid waste?

None stated.

INFRASTRUCTURE

Other facilities

According to information gained in the review process, will there be any unusual intergovernmental impacts on:

- **Levels of governmental services?**
- **Administrative facilities?**
- **Schools?**
- **Libraries or cultural facilities?**
- **Fire, police, or EMS?**
- **Other government facilities?**
- **Other community services/resources (day care, health care, low income, non-English speaking, elderly, etc.)?**

None were determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the development is proposing 316 residential units.

Will the proposed project provide housing opportunities close to existing employment centers?

No.

Is there housing accessible to the project in all price ranges demanded?

The site proposed for the development is located in Census Tract 116.08. This tract had a 27.2 percent increase in number of housing units from 2000 to 2008 according to ARC's Population and Housing Report. The report shows that 88 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

Is it likely or unlikely that potential employees of the proposed project will be able to find affordable* housing?

Likely, assuming the development is approved with multiple price ranges of housing.

* Defined as 30 percent of the income of a family making 80 percent of the median income of the Region – FY 2000 median income of $51,649 for family of 4 in Georgia.

Developments of Regional Impact

DRI #1999

DEVELOPMENT OF REGIONAL IMPACT
Initial DRI Information

This form is to be completed by the city or county government to provide basic project information that will allow the RDC to determine if the project appears to meet or exceed applicable DRI thresholds. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Johns Creek
Individual completing form:	Justin Kirouac
Telephone:	678.512.3294
E-mail:	justin.kirouac@johnscreekga.gov

*Note: The local government representative completing this form is responsible for the accuracy of the information contained herein. If a project is to be located in more than one jurisdiction and, in total, the project meets or exceeds a DRI threshold, the local government in which the largest portion of the project is to be located is responsible for initiating the DRI review process.

Proposed Project Information

Name of Proposed Project:	Johns Creek Walk, Phase II
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	11330 Medlock Bridge Road, LL's 357, 358, 373, 374, District 1. Secion 1
Brief Description of Project:	Re-review of previously approved DRI (PRJ#15280554) to include retail, office, multi-family, senior housing and two hotels.

Development Type:

- ○ (not selected)
- ○ Office
- ○ Commercial
- ○ Wholesale & Distribution
- ○ Hospitals and Health Care Facilities
- ○ Housing
- ○ Industrial
- ○ Hotels
- ● Mixed Use
- ○ Airports
- ○ Attractions & Recreational Facilities
- ○ Post-Secondary Schools
- ○ Waste Handling Facilities
- ○ Quarries, Asphalt & Cement Plants
- ○ Wastewater Treatment Facilities
- ○ Petroleum Storage Facilities
- ○ Water Supply Intakes/Reservoirs
- ○ Intermodal Terminals
- ○ Truck Stops
- ○ Any other development types

If other development type, describe:

Project Size (# of units, floor area, etc.):	191 multifamily units, 125 unit senior housing facility, 69,000 sq ft and 76,000 sq ft hotels, 48,00
Developer:	Medlock Bridge Realty Partners, LLC
Mailing Address:	3455 Peachtree Road, The Pinnacle, Suite 770
Address 2:	
	City:Atlanta State: Ge Zip:30326
Telephone:	404.591.2900
Email:	jmagaro@goarp.com
Is property owner different from developer/applicant?	(not selected) Yes No
If yes, property owner:	
Is the proposed project entirely located within your local government's jurisdiction?	(not selected) Yes No
If no, in what additional jurisdictions is the project located?	
Is the current proposal a continuation or expansion of a previous DRI?	(not selected) Yes No
If yes, provide the following information:	Project Name: Johns Creek Walk Phase II Project ID: 15280554
The initial action being requested of the local government for this project:	☑ Rezoning ☑ Variance ☐ Sewer ☐ Water ☐ Permit ☐ Other
Is this project a phase or part of a larger overall project?	(not selected) Yes No
If yes, what percent of the overall project does this project/phase represent?	50%
Estimated Project Completion Dates:	This project/phase: 2009 Overall project: 2009

Back to Top

GRTA Home Page | ARC Home Page | RDC Links | DCA Home Page Site Map | Statements | Contact

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Developments of Regional Impact

DRI #1999

DEVELOPMENT OF REGIONAL IMPACT
Additional DRI Information

This form is to be completed by the city or county government to provide information needed by the RDC for its review of the proposed DRI. Refer to both the Rules for the DRI Process and the DRI Tiers and Thresholds for more information.

Local Government Information

Submitting Local Government:	Johns Creek
Individual completing form:	Justin Kirouac
Telephone:	678.512.3294
Email:	justin.kirouac@johnscreekga.gov

Project Information

Name of Proposed Project:	Johns Creek Walk, Phase II
DRI ID Number:	1999
Developer/Applicant:	Medlock Bridge Realty Partners, LLC
Telephone:	404.591.2900
Email(s):	jmagaro@goarp.com

Additional Information Requested

Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.)	(not selected) Yes No
If yes, has that additional information been provided to your RDC and, if applicable, GRTA?	(not selected) Yes No

If no, the official review process can not start until this additional information is provided.

Economic Development

Estimated Value at Build-Out:	96.7 million
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	1,065,700
Is the regional work force sufficient to fill the demand created by the proposed project?	(not selected) Yes No
Will this development displace	

any existing uses?	(not selected) Yes No
If yes, please describe (including number of units, square feet, etc):	

Water Supply

Name of water supply provider for this site:	Fulton County
What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	86,567 GPD
Is sufficient water supply capacity available to serve the proposed project?	(not selected) Yes No
If no, describe any plans to expand the existing water supply capacity:	
Is a water line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	

Wastewater Disposal

Name of wastewater treatment provider for this site:	Johns Creek
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	86,567 GPD
Is sufficient wastewater treatment capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing wastewater treatment capacity:	
Is a sewer line extension required to serve this project?	(not selected) Yes No
If yes, how much additional line (in miles) will be required?	

Land Transportation

How much traffic volume is expected to be generated by the proposed development, in peak hour vehicle trips per day? (If only an alternative measure of volume is available, please provide.)	304 am peak hour and 396 pm peak hour
Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project?	(not selected) Yes No
Are transportation improvements needed to serve this project?	(not selected) Yes No
If yes, please describe below:This development is in progress and the applicant is currently undertaking the transportation improvements required for this development.	

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3,125
Is sufficient landfill capacity available to serve this proposed project?	(not selected) Yes No
If no, describe any plans to expand existing landfill capacity:	
Will any hazardous waste be generated by the development?	(not selected) Yes No
If yes, please explain:	

Stormwater Management

What percentage of the site is projected to be impervious surface once the proposed development has been constructed?	46%
Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:stream buffer restoration and detention ponds on site	

Environmental Quality

Is the development located within, or likely to affect any of the following:	
1. Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No
If you answered yes to any question above, describe how the identified resource(s) may be affected:	

Back to Top

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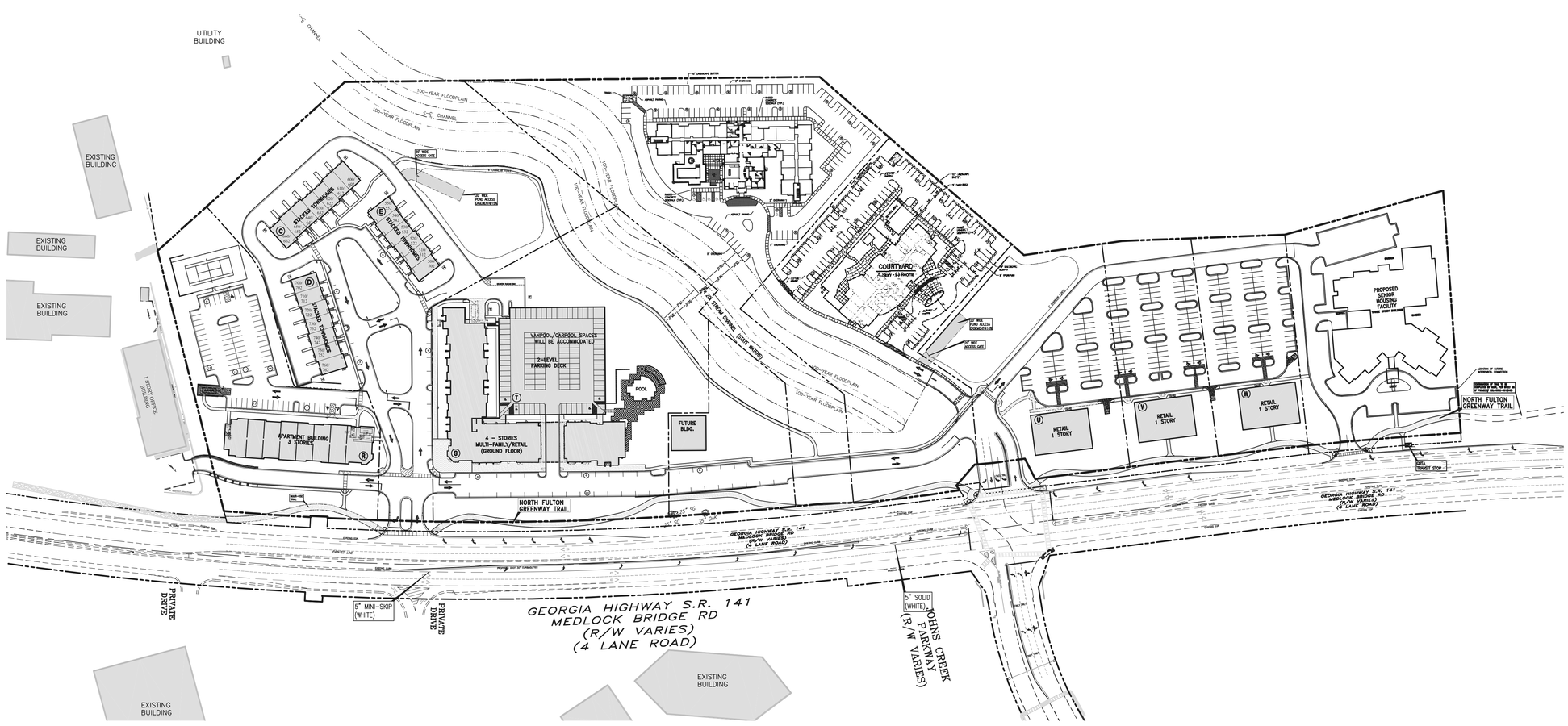

GRAPHIC SCALE

100 0 50 100 200 400

(IN FEET)
1 inch = 100 ft.

GEORGIA REGISTERED PROFESSIONAL ENGINEER No. 24715 Charles J. Bedelis

HIGHLAND ENGINEERING, INC.
1455 LINCOLN PARKWAY, SUITE 200
ATLANTA, GEORGIA 30346
PH:770-225-2121 FAX:770-225-2222
WWW.HIGHLANDENG.COM

ATLANTIC REALTY PARTNERS
THE PINNACLE, SUITE 770
3455 PEACHTREE ROAD
ATLANTA, GEORGIA 30326
OFFICE: 404-591-2900
FAX: 404-591-2901

No	Revision	Date
1	SUBMITTAL TO FULTON COUNTY WATER & SEWER	10/12/07
2	INITIAL CITY SUBMITTAL	11/5/07
3	SECONDARY CITY SUBMITTAL	12/11/07
8	REMOVED BUILDINGS A,B,F,G&H	05/30/08
9	ADDED TOWNHOUSE & MULTI-FAMILY UNITS/PARKING	7/10/08
10	ADDRESSED COUNTY COMMENTS	7/10/08
13	REVISED DRIVE & POOL DECK; ADDED TRANSFORMER PADS	8/29/08
19	ADDED POWER/ WATER UTILITIES	11/6/08
20	UPDATED APARTMENT BUILDING / ADJUSTED POWER LINE#3	12/10/08

Project No.	06-070
Design By:	CJB
Drawn By:	PJD
Checked By:	CJB
Date:	8/31/07
Scale:	1" = 100'

OVERALL SITE PLAN

JOHNS CREEK WALK PHASE II

LAND LOTS 357, 358, 373, 374 - 1st DISTRICT - 1st SECTION
FULTON COUNTY, GEORGIA

Drawing No.
4.0

06-070con.dwg