REGIONAL REVIEW FINDING

Atlanta Regional Commission ● 229 Peachtree Street NE | Suite 100 | Atlanta, Georgia 30303 ● ph: 404.463.3100 fax: 404.463.3205 ● atlantaregional.org

DATE: June 22, 2022

TO: Mayor John Bradberry, City of Johns Creek
ATTN TO: Ruchi Agarwal, Planner III, City of Johns Creek
FROM: Mike Alexander, Director, ARC Center for Livable Communities
RE: Development of Regional Impact (DRI) Review

ARC has completed a regional review of the below DRI. ARC reviewed the DRI's relationship to regional plans, goals, and policies – and impacts it may have on the activities, plans, goals and policies of other local jurisdictions as well as state, federal and other agencies. This final report does not address whether the DRI is or is not in the best interest of the host local government.

Name of Proposal: Emory Johns Creek Hospital Expansion DRI 3542
Submitting Local Government: City of Johns Creek
Date Opened: June 2, 2022 **Date Closed:** Jun 22 2022

Description: A DRI Review of a proposal to revise and expand the existing Emory Johns Creek Hospital facility on its current 65 acre site at 6325 Hospital Parkway off of McGinnis Ferry Road in the City of Johns Creek. The proposed development will consist of the development of 930,299 SF of hospital space and 700,000 SF of medical office space. Two new medical office buildings and a new parking decks along with surface parking will be built on the roughly one-third of the site that is currently forested; the remainder of the project will be built within the existing facility footprint.

Comments:

Key Comments

The project is of limited alignment with the Atlanta Region's Plan's other core Regional Center policies and recommendations in that it does not include key Regional Center components such as housing, transit connections, reuse of surface parking lots, parks and greenspace, or amenities such as trails and sidewalks. The project could be more aligned with the Plan's goals by providing some of these core Regional Center elements.

The current plan offers limited pedestrian mobility within the site and misses the opportunity to create a robust internal pedestrian and bike system that could connect to external systems and provide a functional connection between the two campus areas that also serves a health and exercise purpose. Plan revisions to improve pedestrian mobility would increase the project's alignment with regional pedestrian mobility goals.

The project lacks any kind of proposed greenspace or natural areas and will remove a large existing wooded area; the provision of a modicum of these elements could advance regional environmental goals as well as the project's health and wellness focus.

Some stream buffers are not shown and others are not consistent the City of Johns Creek Stream Buffer Ordinance, which requires a 50-foot undisturbed buffer and 75-foot impervious surface setback; correct stream buffers should be shown and any proposed intrusions – which may require a variance – labeled.

No EV charging stations, or bike parking spaces appear to be proposed; provision of both would advance regional transportation and EV infrastructure priorities.

General Comments

According to the Atlanta Region's Plan, this DRI is located within an area designated Regional Center. The Plan details general information and policy recommendations for Regional Centers which are discussed at the end of these comments.

While the project's scale and density generally align with that envisioned for Regional Center locations, the project does not include other core Regional Center components including supporting uses like housing and retail, transit connections, reuse of surface parking lots, parks and greenspace, or amenities such as trails and sidewalks. Adding any of these elements where possible would increase the project's alignment with Regional Center recommendations.

The large, wooded area at the southeast area of the project offers an opportunity to create a natural area with accessible walking trails that could be linked to the wellness focus of the project. A portion of the surface parking slated for this location could possibly be added to a parking deck thereby allowing a portion of wooded area to be used as park. Emory has a well-known track record of incorporating forested and green areas in its other locations and incorporation of some version of that approach would further align this plan with regional priorities.

Transportation and Mobility Comments

ARC's Transportation Access and Mobility Group comments are attached.

The project is expected to generate a total of 4,310 new vehicular trips. A number of improvements are identified to reduce the impact of these trips on surrounding roadways.

At some point in the past bus service to the hospital was provided. Given the additional density being added, the site should be evaluated again for potential new bus service.

The sidewalk connections between the two hospital campus areas are not clear. The provision of a robust internal sidewalk system, possibly incorporating a multi-use trail spur in some location, would be

supportive of regional transportation policies. It would also be in keeping with the wellness focus of the project.

Ideally such a pedestrian system would connect to a future planned trail as well as existing retail and food services along Medlock Bridge Road as well as the retail and food offerings along that could then be accessed by hospital employees without requiring driving. The existing bike path and sidewalk along Hospital Parkway could provide a basic level of this serve this purpose with some enhancements and signage.

Approximately 3,261 parking spaces are proposed, many of which will be in new surface parking lots. Ideally this number could be reduced through parking demand management or moving some of the surface spaces to decks to free up some area for other amenities or uses.

It is unclear from the plans if any EV charging spaces, or bike parking spaces are proposed. The provision of both would be supportive of regional multi-modal transportation and environmental goals.
Care should be taken to ensure that the development, as constructed, promotes an interconnected, functional, clearly marked and comfortable pedestrian experience on all streets, paths, entrances, and parking areas. To the maximum extent possible, new driveways and intersection corners where pedestrians will cross should be constructed with minimal curb radii to reduce speeds of turning vehicles and decrease crossing distances for pedestrians.

ARC Natural Resource Group Comments

ARC's Natural Resources Group full comments are attached.

The USGS coverage for the project area and the project site plan both show Johns Creek forming the western boundary of the project property. The site plan shows a 35-foot buffer measured from top of bank of the Johns Creek. The 25-foot State Erosion and Sedimentation Buffer is not shown. In addition, the 35-foot buffer is not consistent with the City of Johns Creek Stream Buffer Ordinance, which requires a 50-foot undisturbed buffer and 75-foot impervious surface setback along the stream. The correct City buffers, as well as the State 25-foot Erosion and Sedimentation buffer need to be shown along Johns Creek. Any intrusions into these buffers may require a variance. Any unmapped streams on the property will be subject to the Johns Creek Stream Buffer Ordinance. Any unmapped waters of the State are subject to the requirements of the State 25-foot Erosion and Sedimentation buffer.

Other Environmental Comments

The substantial wooded area at the southeast area of the site offers an opportunity to designate a natural area with a nature trail that could contribute to the wellness goals of the project. Preservation of even a small portion of this area would be supportive of regional environmental and heat mitigation goals.
The project can further support The Atlanta Region's Plan in general by incorporating other aspects of regional policy, including green infrastructure and/or low-impact design, e.g., pervious pavers, rain

gardens, vegetated swales, etc., in parking areas and site driveways, and as part of any improvements to site frontages.

The Atlanta Region's Plan: Regional Center Policies and Recommendations

According to the Atlanta Region's Plan, Regional Centers reflect concentrated uses that have generally defined boundaries and typically included areas of concentrated employment. People travel from around the region to these centers for employment, shopping, and entertainment. These centers should be connected to the regional transportation network with existing or planned high-capacity transit service. In most cases, these centers have a jobs-housing imbalance, so housing options should be expanded within their boundaries, especially around existing or planned transit.

Some Regional Centers could also be considered "Edge Cities," developed in a suburban, auto-oriented way. They have limited multi-modal transportation options and are challenged by increasing congestion. Local plans and policies should support efforts to transform these areas into highly accessible mixed-use urban hubs.

The demand for infill development, redevelopment, and adaptive reuse of existing buildings in this area needs to be balanced with the preservation of existing residential neighborhoods, as well as the need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks. The proposed project is not well aligned with The Atlanta Region's Plan's recommendations for Regional Centers. This alignment could be furthered through the inclusion of key Regional Center components including supporting uses like housing and retail, transit connections, reuse of surface parking lots, or health-related amenities such as parks, trails and sidewalks.

City of Johns Creek leadership and staff, along with the applicant team, should collaborate closely to ensure optimal sensitivity to the needs of nearby local governments, neighborhoods, and natural systems.

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

ATLANTA REGIONAL COMMISSION	GEORGIA DEPARTMENT OF NATURAL RESOURCE	GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA DEPARTMENT OF TRANSPORTATION	GEORGIA REGIONAL TRANSPORTATION AUTHORITY	GEORGIA SOIL AND WATER CONSERVATION COMMISSION
GEORGIA ENVIRONMENTAL FINANCE AUTHORITY	GEORGIA CONSERVANCY	CITY OF JOHNS CREEK
FULTON COUNTY	CITY OF DULUTH	CITY OF ALPHARETTA
FORSYTH COUNTY	GWINNETT COUNTY	

If you have any questions regarding this review, please contact Donald Shockey at (470) 378-1531 or dshockey@atlantaregional.org. This finding will be published to the ARC review website located at http://atlantaregional.org/plan-reviews.

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3542

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:	Ruchi Agarwal
Telephone:	678-512-3293
E-mail:	ruchi.agarwal@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:	Emory Johns Creek Hospital Expansion
Location (Street Address, GPS Coordinates, or Legal Land Lot Description):	6325 Hospital Parkway, Johns Creek, GA 30097
Brief Description of Project:	Expansion of the existing 592,339 square-foot Emory Johns Creek Hospital Facility to allow approximately 337,960 SF of hospital space and 700,000 SF of new medical office space for a total of 1,037,960 SF new hospital facilities on the campus.

Development Type:

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

If other development type, describe:

Project Size (# of units, floor area, etc.):	337,960 SF of hospital space and 700,000 SF of new medical office space for a total of 1,037,960 SF
Developer:	Emory Healthcare
Mailing Address:	6325 Hospital Parkway
Address 2:	
	City:Johns Creek State: GA Zip:30097
Telephone:	404-885-3402
Email:	charles.palmer@troutman.com
Is property owner different from developer/applicant?	○ (not selected) ◉ Yes ○ No
If yes, property owner:	Emory Johns Creek Hospital, Marilyn Margolis CEO
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: Project ID:
The initial action being requested of the local government for this project:	Rezoning Variance Sewer Water Permit Other Pre-Application Meeting requirement for a rezoning application has been completed on 12/10/21
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?	
Estimated Project Completion Dates:	This project/phase: 2035 Overall project: 2035

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Developments of Regional Impact

DRI #3542

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:	Ruchi Agarwal
Telephone:	678-512-3293
Email:	ruchi.agarwal@johnscreekga.gov

Project Information

Name of Proposed Project:	Emory Johns Creek Hospital Expansion
DRI ID Number:	3542
Developer/Applicant:	Emory Healthcare
Telephone:	404-885-3402
Email(s):	charles.palmer@troutman.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:	Approximately $550,000,000 - $750,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	$0, Emory is currently Tax-Exempt
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): 241,251 SF of existing medical office space will be converted to hospital space

Water Supply

Name of water supply	Fulton County Water Services

provider for this site:

What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.24 MGD
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:	Fulton County Water Services
What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)?	0.20 MGD
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.)	Approximately 23,086 net new daily trips, 1,837 AM trips, 1,994 PM trips
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:Please refer to the traffic study prepared by Kimley-Horn and Associates

Solid Waste Disposal

How much solid waste is the project expected to generate annually (in tons)?	3061 tons
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:No hazardous waste is expected to be generated by the facility outside of normal hospital operations including the routine disposal of used medical apparatus from daily operations.

Stormwater Management

What percentage of the site is projected to be	57 %

impervious surface once the proposed development has been constructed?

Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management:See answer on next page

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:
Existing wetlands and floodplains exist on the property, however no encroachments have been made to date in these areas and no encroachments are proposed into these areas in the future build-out scenario. All proposed development is planned to avoid impacts to wetlands and floodplains. The build-out consists of two components: (1) expansion to existing main campus buildings, and (2) new construction of stand-alone Medical Office buildings on currently undeveloped portion of property. For Area #1, the two existing onsite detention ponds will support the required flow attenuation needed for all expansion areas. The additional treatment requirements for these areas will be supported with the addition of three bioretention areas that treat local expansions and route downstream in series to the existing detention ponds. For Area #2, the new construction areas will be supported by a proposed +/-150,000 CF underground detention system providing water quality and runoff reduction measures beneath the proposed Medical Office surface parking lot. An additional bioretention facility is proposed to support the runoff reduction requirements for the proposed support parking deck on this tract.

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ATLANTA REGIONAL COMMISSION
regional impact + local relevance

40 Courtland Street, NE
Atlanta, Georgia 30303
atlantaregional.com

Development of Regional Impact

Assessment of Consistency with the Regional Transportation Plan

DRI INFORMATION

DRI Number #3542

DRI Title Emory Johns Creek Hospital Expansion

County Fulton County

City (if applicable) City of Johns Creek

Address / Location West of Hospital Parkway, south of McGinnis Ferry Road, and north of Findley Road

Proposed Development Type: The existing total campus building area is 592,339 SF (351,088 SF of hospital footage and 241,251 medical office footage). During the first phase, it is proposed to convert 241,251 SF of medical office space into hospital space. Plus, the first phase will expand the hospital by 127,922 SF and add 210,000 SF of medical office space. Phase two will construct an additional 252,380 SF of hospital space and 490,000 SF of medical office space.

Build Out: Phase 1 Buildout 2032 and Phase 2 Buildout 2042

Review Process
☐ EXPEDITED
☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by ARC Transportation Access and Mobility Division

Staff Lead Aries Little

Copied Marquitrice Mangham

Date May 24, 2022

TRAFFIC STUDY

Prepared by Kimley-Horn and Associates, Inc.

Date May 4, 2022

REGIONAL TRANSPORTATION PLAN PROJECTS

01. Did the traffic analysis incorporate all projects contained in the current version of the fiscally constrained RTP which are within the study area or along major transportation corridors connecting the study area with adjacent jurisdictions?

☒ YES *(provide the regional plan referenced and the page number of the traffic study where relevant projects are identified)*

A list of programmed projects is referenced on Table 7 of the study. In addition to the referenced project, SR 141 widening (FN-178C) from Grove Point Road to McGinnis Ferry Road should be referenced on the list.

FN-264 ROW and UTL/CST fiscal years are incorrect.

FN-233A UTL and CST fiscal years are incorrect.

FN-265 CST fiscal year is incorrect.

☐ NO *(provide comments below)*

Click here to provide comments.

REGIONAL NETWORKS

02. Will the development site be directly served by any roadways identified as Regional Thoroughfares?

A Regional Thoroughfare is a major transportation corridor that serves multiple ways of traveling, including walking, bicycling, driving, and riding transit. It connects people and goods to important places in metropolitan Atlanta. A Regional Thoroughfare's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Thoroughfares serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Thoroughfare, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☐ NO

☒ YES *(identify the roadways and existing/proposed access points)*

The proposed development will be served by SR 141 which is identified as a Regional Thoroughfare. Driveway A and B are located along Hospital Parkway and Driveway C is located along Findley Road which both roads provide direct access to SR 141.

03. Will the development site be directly served by any roadways identified as Regional Truck Routes?

A Regional Truck Route is a freeway, state route or other roadway which serves as a critical link for the movement of goods to, from and within the Region by connecting airports, intermodal/multimodal facilities, distribution and warehousing centers and manufacturing clusters with the rest of the state and nation. These facilities often serve a key mobility and access function for other users as well, including drivers, bicyclists, pedestrians and transit users. A Regional Truck Route's operations should be managed through application of special traffic control strategies and suitable land development guidelines in order to maintain travel efficiency, reliability, and safety for all users. In light of the special function that Regional Truck Routes serve in supporting cross-regional and interjurisdictional mobility and access, the network receives priority consideration for infrastructure investment in the Metro Atlanta region. Any access points between the development and a Regional Truck Route, combined with the development's on-site circulation patterns, must be designed with the goal of preserving the highest possible level of capacity and safety for all users of the roadway.

☒ NO

☐ YES *(identify the roadways and existing/proposed access points)*

The project site is not directly served by a Regional Truck Route.

04. If the development site is within one mile of an existing rail service, provide information on accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest station more than one mile away)*

☐ RAIL SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator / Rail Line

Nearest Station — Click here to enter name of operator and rail line

Distance* — ☐ Within or adjacent to the development site (0.10 mile or less)

☐ 0.10 to 0.50 mile

☐ 0.50 to 1.00 mile

Walking Access* — ☐ Sidewalks and crosswalks provide sufficient connectivity

	☐ Sidewalk and crosswalk network is incomplete
	☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*
	Click here to provide comments.
Bicycling Access*	☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
	☐ Low volume and/or low speed streets provide connectivity
	☐ Route follows high volume and/or high speed streets
	☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*
Transit Connectivity	☐ Fixed route transit agency bus service available to rail station
	☐ Private shuttle or circulator available to rail station
	☐ No services available to rail station
	☐ Not applicable *(accessing the site by transit is not consistent with the type of development proposed)*
	Click here to provide comments.

** Following the most direct feasible walking or bicycling route to the nearest point on the development site*

05. If there is currently no rail transit service within one mile of the development site, is nearby rail service planned in the fiscally constrained RTP?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and expansion plans are being considered in the general vicinity of the development site, the agency should give consideration to how the site can be best served during the evaluation of alignments and station locations. Proactive negotiations with the development team and local government(s) are encouraged to determine whether right-of-way within the site should be identified and protected for potential future service. If direct service to the site is not feasible or cost effective, the transit agency and local government(s) are encouraged to ensure good walking and bicycling access accessibility is provided between the development and the future rail line. These improvements should be considered fundamental components of the overall transit expansion project, with improvements completed concurrent with or prior to the transit service being brought online.

- ☐ NOT APPLICABLE *(rail service already exists)*
- ☐ NOT APPLICABLE *(accessing the site by transit is not consistent with the type of development proposed)*
- ☒ NO *(no plans exist to provide rail service in the general vicinity)*
- ☐ YES *(provide additional information on the timeframe of the expansion project below)*
  - ☐ CST planned within TIP period
  - ☐ CST planned within first portion of long range period
  - ☐ CST planned near end of plan horizon

Click here to provide comments.

06. If the development site is within one mile of fixed route bus services (including any privately operated shuttles or circulators open to the general public), provide information on walking and bicycling accessibility conditions.

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce congestion. If a transit service is available nearby, but walking or bicycling between the development site and the nearest station is a challenge, the applicable local government(s) is encouraged to make the connection a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest bus, shuttle or circulator stop more than one mile away)*

☐ SERVICE WITHIN ONE MILE *(provide additional information below)*

Operator(s) Click here to enter name of operator(s).

Bus Route(s) Click here to enter bus route number(s).

Distance*
- ☐ Within or adjacent to the development site (0.10 mile or less)
- ☐ 0.10 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*
- ☐ Sidewalks and crosswalks provide sufficient connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Click here to provide comments.

Bicycling Access*
- ☐ Dedicated paths, lanes or cycle tracks provide sufficient connectivity
- ☐ Low volume and/or low speed streets provide sufficient connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed)*

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

07. Does a transit agency which provides rail and/or fixed route bus service operate anywhere within the jurisdiction in which the development site is located?

Access between major developments and transit services provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If a transit agency operates within the jurisdiction and a comprehensive operations plan update is undertaken, the agency should give consideration to serving the site during the evaluation of future routes, bus stops and transfer facilities. If the nature of the development is amenable to access by transit, walking or bicycling, but direct service to the site is not feasible or cost effective, the transit agency and local government(s) should ensure good walking and bicycling access accessibility is provided between the development and any routes within a one mile radius. The applicable local government(s) is encouraged to make these connections a funding priority for future walking and bicycling infrastructure improvements.

☒ NO

☐ YES

Although MARTA does not provide rail or fixed route service in Johns Creek, the closest stations are the Doraville and North Springs station which are 15-20 miles away.

08. If the development site is within one mile of an existing multi-use path or trail, provide information on accessibility conditions.

Access between major developments and walking/bicycling facilities provide options for people who cannot or prefer not to drive, expand economic opportunities by better connecting people and jobs, and can help reduce traffic congestion. If connectivity with a regionally significant path or trail is available nearby, but walking or bicycling between the development site and those facilities is a challenge, the applicable local government(s) is encouraged to make the route a funding priority for future walking and bicycling infrastructure improvements.

☒ NOT APPLICABLE *(nearest path or trail more than one mile away)*

Although there aren't any identified trails or paths near, Hospital Parkway has sidewalks and bike lanes which connect to SR 141 or the sidewalks on McGinnis Ferry Rd and Findley Rd.

☐ YES *(provide additional information below)*

Name of facility: Click here to provide name of facility.

Distance:
- ☐ Within or adjacent to development site (0.10 mile or less)
- ☐ 0.15 to 0.50 mile
- ☐ 0.50 to 1.00 mile

Walking Access*:
- ☐ Sidewalks and crosswalks provide connectivity
- ☐ Sidewalk and crosswalk network is incomplete
- ☐ Not applicable *(accessing the site by walking is not consistent with the type of development proposed)*

Bicycling Access*

- ☐ Dedicated lanes or cycle tracks provide connectivity
- ☐ Low volume and/or low speed streets provide connectivity
- ☐ Route uses high volume and/or high speed streets
- ☐ Not applicable *(accessing the site by bicycling is not consistent with the type of development proposed*

* *Following the most direct feasible walking or bicycling route to the nearest point on the development site*

OTHER TRANSPORTATION DESIGN CONSIDERATIONS

09. Does the site plan provide for the construction of publicly accessible local road or drive aisle connections with adjacent parcels?

The ability for drivers and bus routes to move between developments without using the adjacent arterial or collector roadway networks can save time and reduce congestion. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES *(connections to adjacent parcels are planned as part of the development)*
- ☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*
- ☒ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*
- ☐ OTHER *(Please explain)*

10. Does the site plan enable pedestrians and bicyclists to move between destinations within the development site safely and conveniently?

The ability for walkers and bicyclists to move within the site safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Development site plans should incorporate well designed and direct sidewalk connections between all key destinations. To the extent practical, bicycle lanes or multiuse paths are encouraged for large acreage sites and where high volumes of bicyclists and pedestrians are possible.

- ☒ YES *(sidewalks provided on all key walking routes and both sides of roads whenever practical and bicyclists should have no major issues navigating the street network)*
- ☐ PARTIAL *(some walking and bicycling facilities are provided, but connections are not comprehensive and/or direct)*
- ☐ NO *(walking and bicycling facilities within the site are limited or nonexistent)*
- ☐ NOT APPLICABLE *(the nature of the development does not lend itself to internal walking and bicycling trips)*
- ☐ OTHER *(Please explain)*

11. Does the site plan provide the ability to construct publicly accessible bicycling and walking connections with adjacent parcels which may be redeveloped in the future?

The ability for walkers and bicyclists to move between developments safely and conveniently reduces reliance on vehicular trips, which has congestion reduction and health benefits. Such opportunities should be considered and proactively incorporated into development site plans whenever possible.

- ☐ YES *(connections to adjacent parcels are planned as part of the development)*
- ☐ YES *(stub outs will make future connections possible when adjacent parcels redevelop)*
- ☐ NO *(the development site plan does not enable walking or bicycling to/from adjacent parcels)*
- ☐ NO *(the site plan precludes future connections with adjacent parcels when they redevelop)*
- ☒ NOT APPLICABLE *(adjacent parcels are not likely to develop or redevelop in the near future)*
- ☐ NOT APPLICABLE *(the nature of the development or adjacent parcels does not lend itself to interparcel walking and bicycling trips)*

12. Does the site plan effectively manage truck movements and separate them, to the extent possible, from the flow of pedestrians, bicyclists and motorists both within the site and on the surrounding road network?

The ability for delivery and service vehicles to efficiently enter and exit major developments is often key to their economic success. So is the ability of visitors and customers being able to move around safely and pleasantly within the site. To the extent practical, truck movements should be segregated by minimizing the number of conflict points with publicly accessible internal roadways, sidewalks, paths and other facilities.

- ☐ YES *(truck routes to serve destinations within the site are clearly delineated, provide ample space for queuing and turning around, and are separated from other users to the extent practical)*
- ☐ PARTIAL *(while one or more truck routes are also used by motorists and/or interface with primary walking and bicycling routes, the site plan mitigates the potential for conflict adequately)*
- ☐ NO *(one or more truck routes serving the site conflict directly with routes likely to be used heavily by pedestrians, bicyclists and/or motorists)*
- ☒ NOT APPLICABLE *(the nature of the development will not generate a wide variety of users and/or very low truck volumes, so the potential for conflict is negligible)*

RECOMMENDATIONS

13. Do the transportation network recommendations outlined in the traffic study appear to be feasible from a constructability standpoint?

- ☐ UNKNOWN *(additional study is necessary)*

☒ YES *(based on information made available through the review process; does not represent a thorough engineering / financial analysis)*

☐ NO *(see comments below)*

Click here to enter text.

14. Is ARC aware of any issues with the development proposal which may result in it being opposed by one or more local governments, agencies or stakeholder groups?

☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

☐ YES *(see comments below)*

Click here to enter text.

15. ARC offers the following additional comments for consideration by the development team and/or the applicable local government(s):

EMORY JOHNS CREEK HOSPITAL EXPANSION DRI
City of Johns Creek
Natural Resources Group Comments
May 20, 2022

While ARC and the Metropolitan North Georgia Water Planning District have no regulatory or review authority over this project, the Natural Resources Group has identified City and State regulations that could apply to this property. Other regulations may also apply that we have not identified.

Watershed Protection

The proposed project is in the Chattahoochee Corridor watershed, but it is not within the Chattahoochee River Corridor and is not subject to Corridor Plan requirements. The Chattahoochee River watershed upstream of Peachtree Creek is also a large water supply watershed (over 100 square miles), as defined under the Part 5 Criteria of the 1989 Georgia Planning Act. For large water supply watersheds without a water supply reservoir, the only applicable Part 5 requirements are restrictions on hazardous waste handling, storage and disposal within seven miles upstream of a public water supply intake. This property is more than seven miles upstream of any public water supply intake.

Stream Buffers

The USGS coverage for the project area and the project site plan both show Johns Creek forming the western boundary of the project property. The site plan shows a 35-foot buffer measured from top of bank of the Johns Creek. The 25-foot State Erosion and Sedimentation Buffer is not shown. In addition, the 35-foot buffer is not consistent with the City of Johns Creek Stream Buffer Ordinance, which requires a 50-foot undisturbed buffer and 75-foot impervious surface setback along the stream. The correct City buffers, as well as the State 25-foot Erosion and Sedimentation buffer need to be shown along Johns Creek. Any intrusions into these buffers may require a variance. Any unmapped streams on the property will be subject to the Johns Creek Stream Buffer Ordinance. Any unmapped waters of the State are subject to the requirements of the State 25-foot Erosion and Sedimentation buffer.

Stormwater/Water Quality

The project should adequately address the impacts of the proposed development on stormwater runoff and downstream water quality.

During the planning phase, the stormwater management system (system) should meet the requirements of the local jurisdiction's post-construction (or post-development) stormwater management ordinance. The system should be designed to prevent increased flood damage, streambank channel erosion, habitat degradation and water quality degradation, and enhance and promote the public health, safety and general welfare. The system design should also be in accordance with the applicable sections of the Georgia Stormwater Management Manual (www.georgiastormwater.com) such as design standards, calculations, formulas, and methods. Where possible, the project should use stormwater better site design practices included in the Georgia Stormwater Management Manual, Volume 2, Section 2.3.

During construction, the project should conform to the relevant state and federal erosion and sedimentation control requirements.

BOUNDARY DATA TABLE

CODE	BEARING	DISTANCE
L1	N03°22'55"W	36.02'
L2	N13°35'17"E	46.19'
L3	N23°48'o8"W	34.31'
L4	N21°35'06"E	25.19'
L5	N51°49'36"E	35.00'
L6	N02°35'42"E	41.25'
L7	N20°39'25"	34.06'
L8	N15°28'05"E	49.59'
L9	N32°12'15"E	47.51'
L10	N15°06'15"E	46.12'
L11	N14°11'27"E	44.60'
L12	N11°43'26"E	53.17'
L13	N15°22'50"E	51.50'
L14	N04°21'04"E	45.11'
L15	N28°13'11"E	48.36'
L16	N20°34'17"E	59.10'
L17	N28°49'37"E	52.91'
L18	N00°06'48"W	53.51'
L19	N12°39'48"E	41.44'
L20	N09°12'50"E	50.20'
L21	N49°46'42"E	45.04'
L22	N48°56'07"W	48.90'
L23	N64°15'02"W	41.45'
L24	N29°31'17"W	66.79'
L25	N44°52'28"E	21.40'
L26	N84°28'44"E	37.63'
L27	N51°39'36"E	70.89'
L28	N26°30'34"W	47.41'
L29	N13°50'30"E	43.97'
L30	N62°22'09"E	40.79'
L31	N04°35'29"E	34.92'
L32	N21°40'36"W	30.20'
L33	N09°48'32"E	18.79'

SITE DATA

ZONING: SPECIAL USE PERMIT / O & I ZONE (PETITION: RZ-18-005)
TOTAL SITE ACREAGE: ±65.06 ac
FUTURE EJCH IMPERVIOUS RATIO: 1,613,519 SF (IMPERVIOUS) / 2,834,013.60 SF (65.03 AC) = 0.569 (57%) < 70% MAX
FUTURE FLOOR-AREA-RATIO: 1,672,641 SF (TOTAL BUILDING SPACE) / 2,834,014 SF (TOTAL SITE) = 0.59

EXISTING BUILDING SQUARE FOOTAGES:

TOTAL ALLOWABLE BUILDING AREA:	672,963 SF (65.06 AC X 10,343.23)
TOTAL HOSPITAL BUILDING AREA:	351,088 SF
TOTAL PHYSICIANS PLAZA BUILDING AREA:	241,251 SF
TOTAL CAMPUS BUILDING AREA:	592,339 SF
MAX. ALLOWABLE BUILDING HEIGHT:	100' MAX. (6 STORIES PLUS SUB LEVEL)

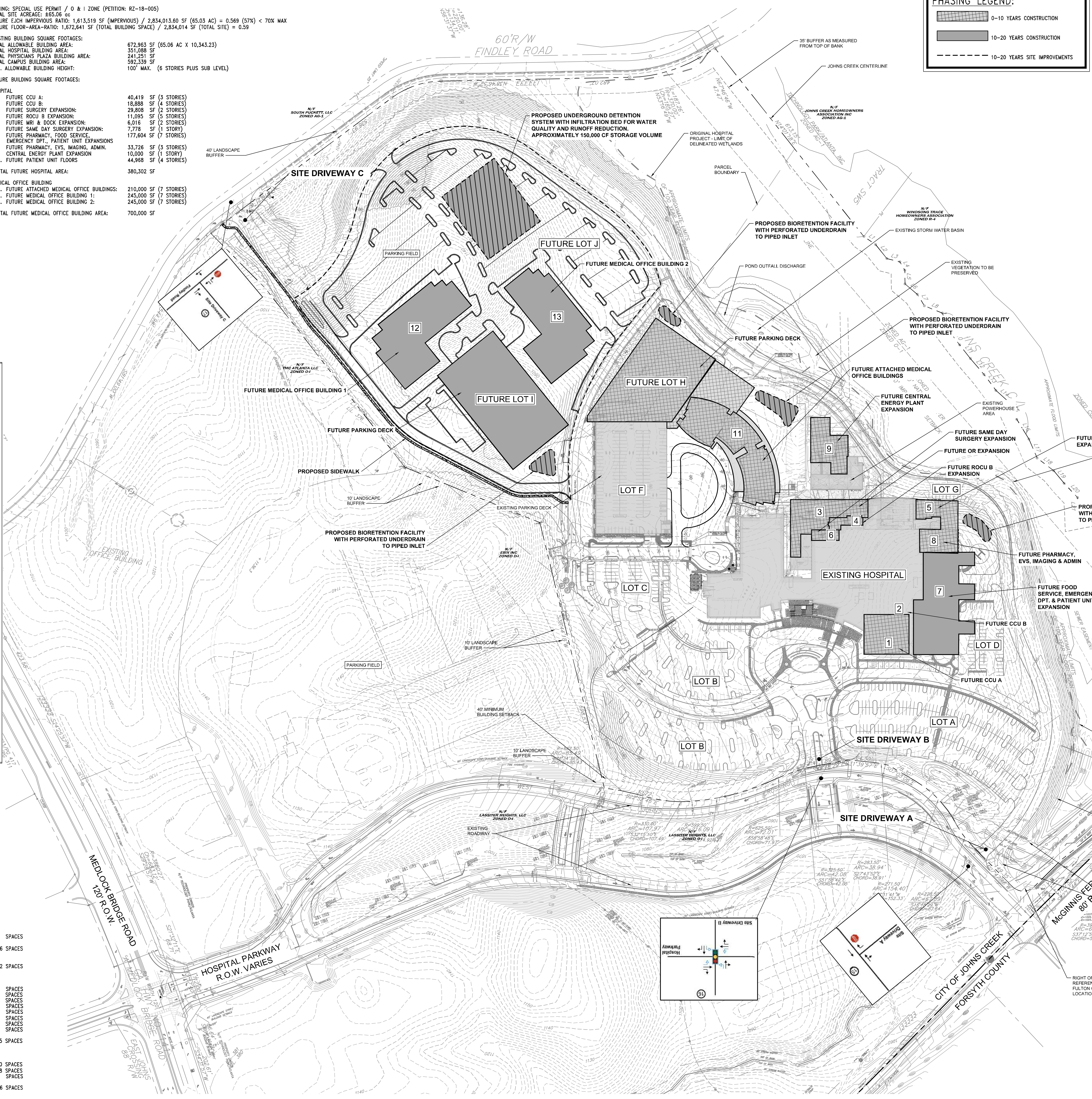
FUTURE BUILDING SQUARE FOOTAGES:

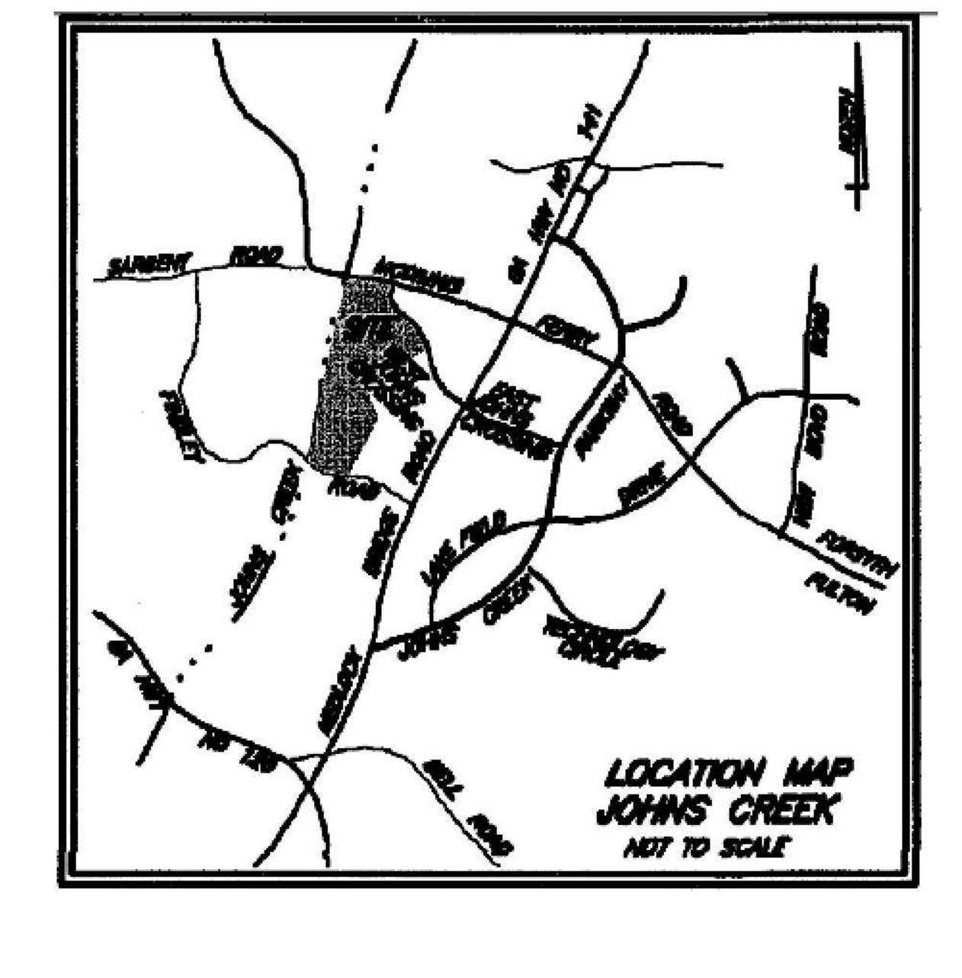
HOSPITAL

1. FUTURE CCU A:	40,419 SF (3 STORIES)
2. FUTURE CCU B:	18,888 SF (4 STORIES)
3. FUTURE SURGERY EXPANSION:	29,808 SF (2 STORIES)
4. FUTURE ROCU B EXPANSION:	11,095 SF (5 STORIES)
5. FUTURE MRI & DOCK EXPANSION:	6,016 SF (2 STORIES)
6. FUTURE SAME DAY SURGERY EXPANSION:	7,778 SF (1 STORY)
7. FUTURE PHARMACY, FOOD SERVICE, EMERGENCY DPT., PATIENT UNIT EXPANSIONS	177,604 SF (7 STORIES)
8. FUTURE PHARMACY, EVS, IMAGING, ADMIN.	33,726 SF (3 STORIES)
9. CENTRAL ENERGY PLANT EXPANSION	10,000 SF (1 STORY)
10. FUTURE PATIENT UNIT FLOORS	44,968 SF (4 STORIES)
TOTAL FUTURE HOSPITAL AREA:	380,302 SF

MEDICAL OFFICE BUILDING

11. FUTURE ATTACHED MEDICAL OFFICE BUILDINGS:	210,000 SF (7 STORIES)
12. FUTURE MEDICAL OFFICE BUILDING 1:	245,000 SF (7 STORIES)
13. FUTURE MEDICAL OFFICE BUILDING 2:	245,000 SF (7 STORIES)
TOTAL FUTURE MEDICAL OFFICE BUILDING AREA:	700,000 SF





TRAFFIC CONSULTANT
JOHN WALKER, P.E., PTOE & HARRISON FORDER, P.E.
KIMLEY-HORN & ASSOCIATES, LLC
117720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
770-619-4280

SITE PLANNER
LOGAN CLARK, P.E.
KIMLEY-HORN & ASSOCIATES, LLC
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
770-619-4280

APPLICANT
EMORY HEALTHCARE
6325 HOSPITAL PARKWAY
JOHNS CREEK, GA 30097

LEGAL DESCRIPTION

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 354, 355, 376, & 377 OF THE FIRST DISTRICT, FIRST SECTION, FULTON COUNTY, GEORGIA AND BEING MORE PARTICULARLY DESCRIBED AS FOLLOWS: BEGINNING AT A 1/2 INCH RBS LOCATED S18°17656'05"W A DISTANCE OF 199.64 FEET AS MEASURED FROM A CONCRETE MONUMENT FOUND AT THE LAND LOT CORNER COMMON TO LAND LOTS 354, 355, 376 AND 377; THENCE FROM SAID POINT OF BEGINNING AS THUS ESTABLISHED, S86°17648'40"W A DISTANCE OF 1155.52 FEET TO A 1/2 INCH RBF; THENCE N14°17601'18"E A DISTANCE OF 281.84 FEET TO A POINT IN THE CENTERLINE OF JOHNS CREEK; THENCE ALONG SAID CENTERLINE A DISTANCE OF 1443.42 FEET AS FURTHER DESCRIBED BY THE FOLLOWING COURSES AND DISTANCES; N03°17622'55"W, 36.02 FEET; THENCE N13°17635'17"E, 46.19 FEET; THENCE N23°17648'08"W, 34.31 FEET; THENCE N21°17635'06"E, 25.19 FEET; THENCE N51°17649'36"E, 35.00 FEET; THENCE N02°17635'42"E, 41.25 FEET; THENCE N20°17639'25"E, 34.56 FEET; THENCE N15°17628'05"W, 49.59 FEET; THENCE N32°17612'15"E, 47.51 FEET; THENCE N15°17606'15"E, 46.12 FEET; THENCE N14°17611'27"E, 44.60 FEET; THENCE N11°17643'26"E, 53.17 FEET; THENCE N15°17622'50"E, 51.10 FEET; THENCE N04°17621'04"E, 45.11 FEET; THENCE N28°17613'11"E, 48.36 FEET; THENCE N20°17634'17"E, 59.10 FEET; N28°17649'37"E, 52.91 FEET; N00°17606'48"W, 53.51 FEET; THENCE N12°17639'48"E, 41.44 FEET; THENCE N09°17612'50"E, 50.20 FEET; THENCE N49°17646'42"E, 45.04 FEET; THENCE N48°17656'07"W, 48.90 FEET; THENCE N64°17615'02"W, 41.45 FEET; THENCE N29°17631'17"W, 66.79 FEET; THENCE N44°17652'28"E, 21.40 FEET; THENCE N84°17628'44"E, 37.63 FEET; THENCE N51°17639'36"E, 70.89 FEET; THENCE N26°17630'34"W, 47.41 FEET; THENCE N13°17650'30"E, 43.97 FEET; THENCE N62°17622'09"E, 40.79 FEET; THENCE N04°17635'29"E, 34.92 FEET; THENCE N21°17640'36"W, 30.20 FEET; THENCE N09°17648'32"E, 18.79 FEET TO A POINT; THENCE LEAVING SAID CENTERLINE OF JOHNS CREEK N34°17602'43"E, 279.53 FEET TO A 1/2 INCH RBS ON THE SOUTHERLY RIGHT OF WAY OF MCGINNIS FERRY ROAD (HAVING AN 80 FOOT RIGHT OF WAY WIDTH); THENCE ALONG SAID RIGHT OF WAY, S82°17614'00"E A DISTANCE OF 456.57 FEET TO A POINT; THENCE CONTINUING ALONG SAID RIGHT OF WAY, S76°17644'43"E A DISTANCE OF 94.65 FEET; THENCE S82°17613'44"E A DISTANCE OF 100.52 FEET TO A POINT; THENCE FOLLOWING A CLOCKWISE CURVE WITH AN ARC DISTANCE OF 61.28 FEET, HAVING A RADIUS OF 39.00 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF S37°17612'59"E, 55.17 FEET TO A POINT ON THE WESTERLY RIGHT OF WAY OF WEST JOHNS CROSSING (RIGHT OF WAY WIDTH VARIES); THENCE ALONG SAID RIGHT OF WAY THE FOLLOWING COURSES AND DISTANCES, S07°17647'46"W A DISTANCE OF 149.35 FEET TO A POINT; THENCE FOLLOWING A CLOCKWISE CURVE WITH AN ARC DISTANCE OF 67.89 FEET, HAVING A RADIUS OF 228.50 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF S16°17618'29"W, 67.64 FEET TO A POINT; THENCE FOLLOWING A COUNTERCLOCKWISE CURVE WITH AN ARC DISTANCE OF 154.40 FEET, HAVING A RADIUS OF 271.50 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF S08°17631'41"W, 152.33 FEET TO A POINT; THENCE S07°17603'06"E A DISTANCE OF 78.30 FEET TO A POINT; THENCE FOLLOWING A COUNTERCLOCKWISE CURVE WITH AN ARC DISTANCE OF 38.94 FEET, HAVING A RADIUS OF 283.50 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF S27°17643'52"E, 38.91 FEET TO A POINT; THENCE S31°17639'57"E A DISTANCE OF 64.50 FEET TO A POINT; THENCE S48°17616'29"E A DISTANCE OF 89.49 FEET TO A POINT; THENCE FOLLOWING A COUNTERCLOCKWISE CURVE WITH AN ARC DISTANCE OF 42.08 FEET, HAVING A RADIUS OF 325.50 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF S51°17658'42"E, 42.05 FEET TO A POINT; THENCE FOLLOWING A COUNTERCLOCKWISE CURVE WITH AN ARC DISTANCE OF 72.01 FEET, HAVING A RADIUS OF 625.50 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF S58°17658'48"E, 71.97 FEET TO A POINT; THENCE FOLLOWING A CLOCKWISE CURVE WITH AN ARC DISTANCE OF 216.09 FEET, HAVING A RADIUS OF 599.50 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF S51°17657'07"E, 214.92 FEET TO A POINT; THENCE FOLLOWING A CLOCKWISE CURVE WITH AN ARC DISTANCE OF 107.97 FEET, HAVING A RADIUS OF 330.00 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF S32°17615'10"E, 107.49 FEET TO A POINT; THENCE S22°17652'46"E, 30.72 FEET; THENCE FOLLOWING A COUNTERCLOCKWISE CURVE WITH AN ARC DISTANCE OF 85.49 FEET, HAVING A RADIUS OF 662.50 FEET, SUBTENDED BY A CHORD BEARING AND DISTANCE OF S26°17634'36"E, 85.43 FEET TO A 1/2 INCH RBS ON THE WESTERLY RIGHT OF WAY OF WEST JOHNS CROSSING; THENCE LEAVING SAID RIGHT OF WAY, S38°17644'18"W A DISTANCE OF 698.53 FEET TO A 1/2 INCH RBS AND THE POINT OF BEGINNING. THE ABOVE DESCRIBED PROPERTY IS SHOWN ON AN ALTA/ACSM LAND TITLE AND TOPOGRAPHIC SURVEY FOR: GRESHAM SMITH AND PARTNERS, TECHNOLOGY PARK/ATLANTA, INC. AND CHICAGO TITLE INSURANCE COMPANY CONTAINING 41.1828 ACRES PREPARED BY HANNON, MEEKS & BAGWELL,SURVEYORS & ENGINEER, INC., DATED APRIL 1, 2002 BEARING THE SEAL OF MILES H. HANNON, REGISTERED LAND SURVEYOR NO. 1528.

BEGINNING AT THE ORIGINAL ½ " RBS POINT S 18°56 ' 05 " W A DISTANCE OF 199.64 FEET AS MEASURED FROM CONCRETE MONUMENT FOUND AT THE LAND LOT CORNER COMMON TO LAND LOTS 354, 376, AND 377; THENCE FROM SAID POINT OF BEGINNING AS THIS ESTABLISHED, S15°19 ' 30 " E A DISTANCE OF 374.09 FEET AS MEASURED FROM A MONUMENT AT THE LOT CORNER; THENCE FROM SAID POINT OF BEGINNING AS THUS S14°26 ' 54 " W, 421.40 FEET; THENCE S14°10 ' 14 " W. 159.19 FEET; THENCE S7°34 ' 06 " W, 197.50 FEET TO A POINT; THENCE FOLLOWING A CLOCKWISE CURVE WITH AN ARC DISTANCE OF 40.73 FEET, HAVING A RADIUS OF 444.37 FEET, THENCE TURNING FROM SAID POINT N74°16 ' 21 " W. 536.93 FEET; THENCE FOLLOWING A CLOCKWISE CURVE WITH AN ARC DISTANCE OF 136.28 FEET, HAVING A RADIUS OF 220.00 FEET, THENCE TURNING FROM SAID POINT N38°46 ' 52 " W, 482.07 FEET; THENCE FOLLOWING A COPUNTER CLOCKWISE CURVE WITH AN ARC DISTANCE OF 187.26 FEET, HAVING A RADIUS OF 370.00 FEET, THENCE TURNING FROM SAID POINT N67°46 ' 46 " W, 47.47 FEET; THENCE N14°01 ' 18 " E, 331.32 FEET, REACHING A ½ " RBF MONUMENT, TURNING CLOCKWISE N86°48 ' 40 " E, 1155.52 FEET TO THE POINT OF BEGINNING.

NOTE: NO CURRENT SITE SURVEY WAS PROVIDED. INFORMATION SHOWN IS FROM A COLLECTION OF PREVIOUS SURVEY, DESIGN, AND PARKING COUNTS PROVIDED BY OTHERS. KIMLEY-HORN SHALL NOT BE HELD RESPONSIBLE FOR THE ACCURACY OF THIS INFORMATION.

PARKING DATA

REQUIRED PARKING - PER CODE

HOSPITAL USE: CODE REQUIRED (1 SP/4 BEDS AND 1 SP/3 EMPLOYEES)	646 SPACES
MEDICAL OFFICE BUILDING CODE REQUIRED (1 SP/250 SF)	3766 SPACES
MINIMUM REQUIRED TOTAL ONSITE PARKING:	4412 SPACES

EXISTING PARKING

LOT A	261 SPACES
LOT B	103 SPACES
LOT C	128 SPACES
LOT D	59 SPACES
LOT E	205 SPACES
LOT F (2 STORY PARKING DECK)	644 SPACES
LOT G	16 SPACES
VALET	19 SPACES
TOTAL EXISTING PARKING:	1435 SPACES

PROPOSED PARKING

FUTURE LOT I (5 STORY PARKING DECK)	1390 SPACES
FUTURE LOT H (4 STORY PARKING DECK)	1288 SPACES
FUTURE LOT J	583 SPACES
TOTAL PROPOSED PARKING:	4696 SPACES

Drawing name: K:\AMT_Marketing\Emory Johns Creek Hospital\2021 Rezoning\CAD\2022-04-20 EJCH DRI Site Plan.dwg EXHIBIT A May 03, 2022 4:33pm by: Teagan.Frank

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GEORGIA 30009
PHONE (770) 619-4280
WWW.KIMLEY-HORN.COM

EMORY JOHNS CREEK HOSPITAL

EMORY JOHNS CREEK HOSPITAL EXPANSION DRI #3582

GSWCC CERT. (LEVEL II)	
DRAWN BY	TNF
DESIGNED BY	LDC
REVIEWED BY	KHA
DATE	05/03/2022
PROJECT NO.	014384001
TITLE	DRI SITE PLAN
SHEET NUMBER	EX. A