

REGIONAL REVIEW NOTIFICATION

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

DATE: June 2, 2022

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

ARC has completed a preliminary regional review of the following 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 preliminary report does not address whether the DRI is or is not in the best interest of the local government.

Name of Proposal: Emory Johns Creek Hospital Expansion DRI 3542Submitting Local Government: City of Johns CreekDate Opened: June 2, 2022Deadline for Comments: June 17, 2022Date to Close: June 20, 2022

Description: A DRI Review of a proposal to expand Emory Johns Creek Hospital on its current 65 acre site at 6325 Hospital Parkway in the City of Johns Creek to include: the construction of 700,000 SF of new medical office within three new buildings; the conversion of 241,251 SF of attached medical office to hospital space; and the construction of 337,960 SF of new hospital space for a total of 930,299 SF of hospital space and 700,000 SF of medical office space.

Two of the new medical office buildings and one of the 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.

PRELIMINARY COMMENTS:

Key Comments

The project's high density and mix of medical and office uses are consistent with applicable Regional Center growth policies and recommendations.

The project is of limited alignment with 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 goals by providing some of these typical Regional Center elements. The project offers an 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.

The project lacks any proposed greenspace or natural areas; the provision of a modicum of these elements could advance regional environmental goals and substantial advance the projects 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 – clearly 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 ARC Unified Growth Policy Map (UGPM), part of 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 key 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 incorporation 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 new parking spaces are proposed, a substantial number 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.

Unified Growth Policy Map Designation: Regional Center

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 TRANSPORTATION GEORGIA DEPARTMENT OF NATURAL RESOURCE GEORGIA REGIONAL TRANSPORTATION AUTHORITY

GEORGIA ENVIRONMENTAL FINANCE AUTHORITY FULTON COUNTY GEORGIA CONSERVANCY CITY OF DULUTH GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS GEORGIA SOIL AND WATER CONSERVATION COMMISSION

CITY OF JOHNS CREEK CITY OF ALPHARETTA FORSYTH COUNTY

GWINNETT COUNTY

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





Developments of Regional Impact DRI Home View Submissions **Tier Map** Apply <u>Login</u> **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 6325 Hospital Parkway, Johns Creek, GA 30097 Coordinates, or Legal Land Lot Description) 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:** Hotels Wastewater Treatment Facilities (not selected) Office Mixed Use OPetroleum Storage Facilities Commercial Airports Water Supply Intakes/Reservoirs Wholesale & Distribution Attractions & Recreational Facilities Intermodal Terminals Truck Stops Hospitals and Health Care Facilities OPost-Secondary Schools Housing Waste Handling Facilities Any other development types Industrial Quarries, Asphalt & Cement Plants If other development type, describe: Project Size (# of units, floor area, 337,960 SF of hospital space and 700,000 SF of new medical office space for a total etc.): 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 (not selected) Yes No developer/applicant? If yes, property owner: Emory Johns Creek Hospital, Marilyn Margolis CEO Is the proposed project entirely (not selected) Yes No located within your local government's jurisdiction?

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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DRI Site Map | Contact



		Developr	Developments of Regional Impact			
<u>DRI H</u>	<u>lome</u>	<u>Tier Map</u>	<u>Apply</u>	View Submissions	<u>Login</u>	
DRI #3542						
	DEV	ELOPMENT OF	REGIONA	LIMPACT		
		Additional DF	RI Informat	ion		
This form is to be completed the proposed DRI. Refer to b information.	by the city both the Ru	or county governmenues for the DRI Proc	nt to provide in ess and the D	formation needed by the RDC for its RI Tiers and Thresholds for more	s review of	
		Local Governm	ent Inform	ation		
Submitting Local Government:	Johns Cr	eek				
Individual completing form:	Ruchi Ag	jarwal				
Telephone	678-512-	-3293				
Email	ruchi.aga	arwal@johnscreekga.	gov			
		Project In	formation			
Name of Proposed Project:	Emory Jo	ohns Creek Hospital E	Expansion			
DRI ID Number:	3542					
Developer/Applicant:	Emory H	ealthcare				
Telephone	404-885-	-3402				
Email(s):	charles.p	almer@troutman.com	า			
	A	dditional Inform	nation Req	uested		
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 se	elected) Yes No				
If yes, has that additional information been provided to your RDC and, it applicable, GRTA?	(not se	elected) Yes No				
If no, the official review proce	ess can no	t start until this additio	onal information	n is provided.		
		Economic D)evelopme	nt		
Estimated Value at Build- Out:	Approxin	nately \$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, Emo	ry is currently Tax-Exe	empt			
Is the regional work force sufficient to fill the demand created by the proposed project?	(not se	elected) Yes No				
Will this development displace any existing uses?	(not se	elected) Yes No				
If yes, please describe (inclu converted to hospital space	ding numb	per of units, square fee	et, etc): 241,25	51 SF of existing medical office space	ce will be	
		Wator	Supply			
Name of water supply	Fulton C	Valer	Suppiy			
name of water supply	i aitori C	Santy 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 e	xpand the existing water supply capacity:		
Is a water line extension required to serve this project?	◯(not selected) ິYes [©] No		
If yes, how much additional I	ine (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 e	xpand existing wastewater treatment capacity:		
Is a sewer line extension required to serve this project?	(not selected) Yes No		
If yes, how much additional li	ne (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 57 % is projected to be

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. Mater supply (not selected) wes no 2. Significant groundwater (not selected) wes no 2. Metands? (not selected) wes no 3. Wellands? (not selected) wes no 6. Protected mountains? (not selected) wes no 6. Protected river corridors? (not selected) wes no 7. Hord selecter wester no extrementations? (not selected) wes no 8. Johren environmentally (not selected) wes no 9. Other environmentally (not selected) wes no Sindiver resources? (not selected) wes no Vor answered pes to any question above, describe how the identified resource(s) may be affecte! Starbitive resources? (not selected) wes no Subveloped portin of property. For Area #1, the two existing onsite detention ponds will support the required flower on sets of the sected of the				
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 9. Other sensitive resources? (not selected) Yes No 9. Other environmentally sensitive resources? (not selected) Yes No 9. Other environmentally undeveloped into these areas in the future build-out consists of two components: (1) expansion to existing 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 prods will supported the supported with the addition of three bioretention areas. The additional treatment requirements for these areas will be supported by a proposed h/-150,000 CF underground detention system providing water quality and runoff reduction measures beneath the proposed h/-150,000 CF underground detention system providing water quality and runoff reduction measures beneath the proposed h/-150,000 CF underground detention system providing water quality and runoff reduction measures beneath the proposed		Environmental Quality		
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regional impact + local relevance

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	t 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.

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?

- 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.

Ac ca jo bi lo w	ccess between major deve innot or prefer not to driv bs, and can help reduce co cycling between the deve cal government(s) is enco alking and bicycling infras	elopments and transit services provide options for people who e, expand economic opportunities by better connecting people and ongestion. If a transit service is available nearby, but walking or lopment site and the nearest station is a challenge, the applicable uraged to make the connection a funding priority for future structure improvements.
\square	NOT APPLICABLE (neare	st bus, shuttle or circulator stop more than one mile away)
	SERVICE WITHIN ONE M	ILE (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 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 p	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 o	f the develop	oment)
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- 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 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.

- LI		DISTANCE	ZONING: SPECIAL USE PERMIT / O & ZONE (PETTOTAL SITE ACREAGE: ± 65.06 ac FUTURE EJCH IMPERVIOUS RATIO: 1,613,519 SF (IM	ITION: RZ-18-0	005) 2,834,013.60 SF ((65.03 AC) = 0.569
L2	N13°35'17"E	30.02 46.19'	FUTURE FLOOR-AREA-RATIO: 1,672,641 SF (TOTAL EXISTING BUILDING SQUARE FOOTAGES:	BUILDING SPAC	E) / 2,834,014	SF (TOTAL SITE) = 0
L3	N23°48'08"W	34.31'	TOTAL ALLOWABLE BUILDING AREA: TOTAL HOSPITAL BUILDING AREA:	672,963 351,088	SF (65.06 AC X SF	10,343.23)
L5	N51°49'36"E	35.00'	TOTAL FILINIO FLAZA BUILDING AREA: TOTAL CAMPUS BUILDING AREA: MAX. ALLOWABLE BUILDING HEIGHT:	241,251 592,339 100'MAX	SF (6 STORIES PL	LUS SUB LEVEL)
L6 L7	N02°35'42"E N20°39'25"	41.25' 34.06'	FUTURE BUILDING SQUARE FOOTAGES:			,
 L8	N15°28'05"E	49.59'	HOSPITAL 1. FUTURE CCU A:	40,419	SF (3 STORIES)	
L9 L10	N32°12'15"E N15°06'15"E	47.51' 46.12'	2. FUTURE CCU B: 3. FUTURE SURGERY EXPANSION: 4. FUTURE ROCH B EXPANSION	18,888 29,808 11,095	sr (4 STORIES) SF (2 STORIES) SF (5 STORIES)	
L11	N14°11'27"E	44.60'	5. FUTURE MRI & DOCK EXPANSION: 6. FUTURE SAME DAY SURGERY EXPANSION:	6,016 7,778	SF (2 STORIES) SF (1 STORY)	
L12	N11 45 26 E N15°22'50"E	51.50 '	 FUTURE PHARMACY, FOOD SERVICE, EMERGENCY DPT., PATIENT UNIT EXPANSIONS FUTURE PHARMACY, EVS. IMAGING, ADMIN 	177,604 33.726	SF (7 STORIES)	
L14	N04°21'04"E	45.11' 48.36'	9. CENTRAL ENERGY PLANT EXPANSION 10. FUTURE PATIENT UNIT FLOORS	10,000 44,968	SF (1 STORY) SF (4 STORIES)	40 LANDSCAPE BUFFER ———
L16	N20°34'17"E	59.10'	TOTAL FUTURE HOSPITAL AREA:	380,302	SF	
L17 L18	N28°49'37"E N00°06'48"W	52.91 ' 53.51'	MEDICAL OFFICE BUILDING 11. FUTURE ATTACHED MEDICAL OFFICE BUILDING 12. FUTURE MEDICAL OFFICE BUILDING 1	S: 210,000	SF (7 STORIES)	
L19	N12°39'48"E	41.44'	13. FUTURE MEDICAL OFFICE BUILDING 2:	245,000	SF (7 STORIES)	
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