REGIONAL REVIEW FINDING

ATLANTA REGIONAL COMMISSION

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

DATE: October 20, 2022

TO: Mayor John Bradberry, City of Johns Creek
ATTN TO: Yang Chen, Deputy Director, Community Development, 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: **Johns Creek Mixed Use Development DRI 3742**
Submitting Local Government: City of Johns Creek
Date Opened: September 28, 2022 **Date Closed:** October 20, 2022

Description: Project Description: A DRI review of a proposal to create a mixed-use development with 200,000 SF of retail, 800 multi-family units, 150 townhomes, 110,000 SF of existing office space and a civic facility on a site at the SE corner of the intersection of Johns Creek Parkway and McGinnis Ferry Road in the City of Johns Creek in Fulton County.

Comments:

Key Comments

The Atlanta Region's Plan assigns the Regional Center growth management designation to the project site. The project is well aligned with Regional Center growth policies and recommendations which call for: "housing options should be expanded within their boundaries…support efforts to transform these areas into highly accessible mixed-use urban hubs…. adaptive reuse of existing buildings…need for additional usable parks and greenspace close to residents, including amenities such as trails and sidewalks."

The project's robust mix of residential, office, retail, and restaurant uses, and its reuse of a previously developed site, are very strongly supportive of regional growth and placemaking policies.

The proposed comprehensive internal pedestrian network linked to the external sidewalk system is strongly supportive of regional multi-modal transportation and walkability policies.

The creation of the central Boulevard flanked by mixed-use buildings with active street levels as well as the commercial and multi-family buildings fronting McGinnis Ferry are strongly supportive of regional placemaking policies.

The project is expected to generate a total of 12,334 daily new vehicular trips; a number of roadway improvements are proposed to mitigate the impact of these trips.

A total of 2,706 parking spaces in structured decks and surface lots are proposed which is substantially more than the minimum required number of 2,260 spaces; alternative parking strategies that could limit the total parking spaces would be supportive of regional transportation policies.

No bicycle parking spaces or EV charging spaces appear to be proposed; inclusion of a generous amount of both would be strongly supportive of regional EV infrastructure and multi-modal transportation policies.

General Comments

The Atlanta Region's Plan, developed by ARC in close coordination with partner local governments, is intended to broadly guide regional development in the 12-county metro region to ensure that required infrastructure and resources are in place to support continued economic development and prosperity. The Plan assigns a relevant growth management category designation with accompanying policy recommendations to all areas in the region. This DRI site is designated Region Center; corresponding policy recommendations are provided at the end of these comments.

The project's robust mix of residential, office, retail, and restaurant uses, and its reuse of a previously developed site, are very strongly supportive of regional growth and placemaking policies.

The creation of the central Boulevard flanked by mixed-use buildings with active street levels as well as the commercial and multi-family buildings fronting McGinnis Ferry are strongly supportive of regional placemaking policies. The project's urban edge along Johns Creek Parkway is weaker with only surface parking from McGinnis Ferry Road to driveway D. This edge, and the functional connection of the overall project to the civic area the west, could be substantially strengthened by adding some park compatible uses in buildings along the Parkway, in particular flanking driveways D and F.

Transportation and Mobility Comments

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

The project is expected to generate a total of 12,334 new vehicular trips. A number of improvements are identified to reduce the impact of these new trips on surrounding roadways.

The robust internal pedestrian network ;inked to the external sidewalk system is strongly supportive of regional multi-modal transportation and walkability policies.

Strengthening the pedestrian connections between the core of the project and the central north-south Johns Creek Parkway corridor, which will function as a linear park with a multi-use trail, would enhance trail connectivity and functionality.

A total of 2,706 parking spaces in structured decks and surface lots are proposed which is substantially more than the minimum required number of 2,260 spaces; alternative parking strategies that could limit the total parking spaces would be supportive of regional transportation policies.

No bicycle parking spaces or EV charging spaces appear to be proposed; inclusion of a generous amount of both would be strongly supportive of regional EV infrastructure and multi-modal transportation policies. Care should be taken to ensure that the development 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 no streams on or adjacent to the project property. Any unmapped streams on the property may be subject to the Johns Creek Stream Buffer Ordinance and the State 25-foot Erosion and Sedimentation buffer. Any unmapped waters of the State are also subject to the requirements of the State 25-foot Erosion and Sedimentation buffer.

Other Environmental Comments

The re-use of the existing large surface parking areas is highly supportive of regional stormwater and redevelopment goals. Ensuring maximum tree canopy in the remaining surface parking areas and throughout the site would further advance regional goals regarding heat island effect mitigation.
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 Considerations: Regional Center

According 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 intensity and land use of this proposed project strongly aligns with The Atlanta Region's Plan's recommendations for Regional Centers. The project's reuse of an existing site, provision of substantial new housing, and inclusion of robust pedestrian circulation system all directly respond to Regional Center policy recommendations. Johns Creek staff and leadership, along with the applicant team, should collaborate closely to ensure maximum sensitivity to the needs of nearby local governments, stakeholders, 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	FULTON COUNTY
CITY OF ALPHARETTA	CITY OF DULUTH	CITY OF BERKELEY LAKE
CITY OF ROSWELL	CITY OF PEACHTREE CORNERS	CITY OF SUWANEE
GWINNETT COUNTY	FORSYTH COUNTY	

For questions, 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 #3742

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: City of Johns Creek

Individual completing form: Yang Chen

Telephone: 678-512-3283

E-mail: yang.chen@johnscreekga.gov

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

Proposed Project Information

Name of Proposed Project: Johns Creek Mixed-Use Development

Location (Street Address, GPS Coordinates, or Legal Land Lot Description): 11350 Johns Creek Parkway, Johns Creek, GA 30097

Brief Description of Project: The proposed 40-acre mixed-use development will consistent of 200,000 sq. ft. of retail, 800 multi-family units, 150 townhomes, 110,000 sq. ft. of existing office space and a civic facility.

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.): 200,000 sq. ft. of retail, 800 multi-family units, 150 townhomes, 110,000 sq. ft. of existing office

Developer: Toro Development Company

Mailing Address: 6200 Avalon Boulevard

Address 2:

City:Alpharetta State: GA Zip:30009

Telephone: 470-681-3716

Email: john.kelley@torodevco.com

Is property owner different from developer/applicant? (not selected) Yes No

If yes, property owner: Peach Farm Property, LLC

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 plan review
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: 2027 Overall project: 2027

Back to Top

Georgia® Department of Community Affairs

Developments of Regional Impact

DRI #3742

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:	City of Johns Creek
Individual completing form:	Yang Chen
Telephone:	678-512-3283
Email:	yang.chen@johnscreekga.gov

Project Information

Name of Proposed Project:	Johns Creek Mixed-Use Development
DRI ID Number:	3742
Developer/Applicant:	Toro Development Company
Telephone:	470-681-3716
Email(s):	john.kelley@torodevco.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 $400,000,000
Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development:	Approximately $5,000,000 in annual property taxes and $7,500,000 in annual sales taxes
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): Approximately 360,000 SF of vacant office on-site to be demolished

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)?	0.42 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)?	0.35 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 12,332 net new daily trips, 1,042 AM trips, 666 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)?	10,485 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:

Stormwater Management

What percentage of the site is projected to be impervious surface once the	Approximately 80%

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:Stormwater ponds and runoff reduction practices will be implemented

Environmental Quality

Is the development located within, or likely to affect any of the following:

1. Water supply watersheds?	(not selected) Yes No
2. Significant groundwater recharge areas?	(not selected) Yes No
3. Wetlands?	(not selected) Yes No
4. Protected mountains?	(not selected) Yes No
5. Protected river corridors?	(not selected) Yes No
6. Floodplains?	(not selected) Yes No
7. Historic resources?	(not selected) Yes No
8. Other environmentally sensitive resources?	(not selected) Yes No

If you answered yes to any question above, describe how the identified resource(s) may be affected:

Back to Top

JOHNS CREEK MIXED-USE DEVELOPMENT DRI
City of Johns Creek
Natural Resources Group Comments
September 29, 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 no streams on or adjacent to the project property. Any unmapped streams on the property may be subject to the Johns Creek Stream Buffer Ordinance and the State 25-foot Erosion and Sedimentation buffer. Any unmapped waters of the State are also 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.

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	#3742
DRI Title	Johns Creek Mixed-Use Development
County	Fulton County
City (if applicable)	Johns Creek
Address / Location	11350 Johns Creek Parkway

Proposed Development Type:

A proposed mixed-use development with 200,000 SF of retail, 800 multi-family units, 150 townhomes, 110,000 SF of existing office space and a civic facility on a site at the SE corner of the intersection of Johns Creek Parkway and McGinnis Ferry Road in the city of Johns Creek in Fulton County.

Build Out: 2027

Review Process

☐ EXPEDITED

☒ NON-EXPEDITED

REVIEW INFORMATION

Prepared by	ARC Transportation Access and Mobility Division
Staff Lead	Reginald James
Copied	Marquitrice Mangham
Date	September 30, 2022

TRAFFIC STUDY

Prepared by	Kimley-Horn
Date	September 1, 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)*

RTP, page 17 of traffic study.

☐ 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)*

No Site Driveways provide access to a roadway identified as a Regional Thoroughfare.

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)*

No Site Driveways provide access to a roadway identified as 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

No transit agency operates within the jurisdiction.

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)*

☐ 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*

There are plans for the City of Johns Creek to install a multi-use trail along Medlock Bridge Road (SR 141) and Johns Creek Parkway using SPLOST funds.

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?**

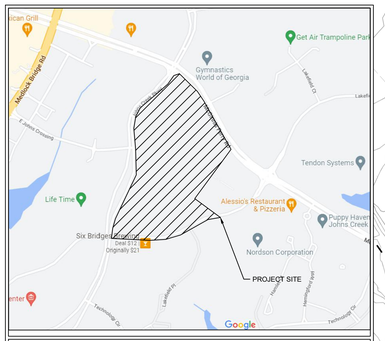
    ☒ NO *(based on information shared with ARC staff prior to or during the review process; does not reflect the outcome of an extensive stakeholder engagement process)*

    ☐ YES *(see comments below)*

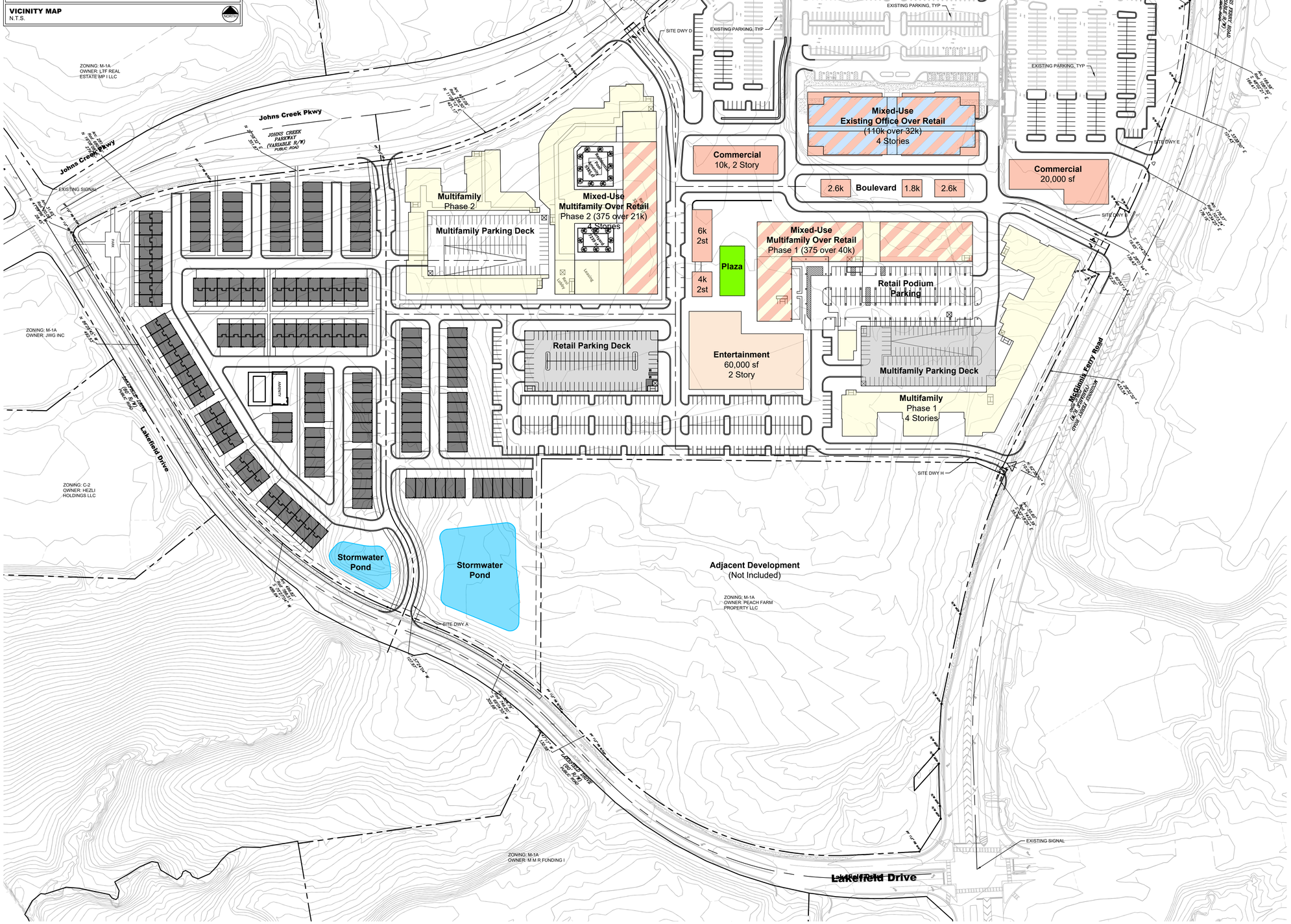
    Click here to enter text.

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

    None at this time.



VICINITY MAP
N.T.S.



SITE LEGEND

- PROPERTY LINE
- FRONT SETBACK
- COMMERCIAL BUILDING
- ENTERTAINMENT
- TOWNHOME
- MULTIFAMILY BUILDING
- MULTIFAMILY OVER RETAIL
- OFFICE OVER RETAIL
- PARKING DECK

SITE DEVELOPMENT SUMMARY

SITE SUMMARY

CURRENT ZONING	M1
PROPOSED ZONING	TC-X
OVERLAY DISTRICT	TOWN CENTER OVERLAY
DRI CASE NUMBER	DRI 3742

SITE AREA:

SITE AREA	41.71 ACRES
PROPOSED REZONED AREA	41.71 ACRES

SETBACKS & BUFFERS:

FRONT SETBACKS	10'
SIDE SETBACKS	NONE

LAND USES & DENSITIES

TOTAL RESIDENTIAL: 900 UNITS (21.58 UNITS/ACRE)
TOTAL NON-RESIDENTIAL: 310,000 SF (7.433 SF/ACRE)

CIVIC USE - Developer will consider proposals to incorporate a civic use within the development subject to mutually agreeable terms and conditions.

PARKING SUMMARY

MINIMUM REQUIRED PARKING:	**2,260 SPACES** (TOTAL)
RETAIL	160 SPACES (1 / 500 SF)
RESTAURANT	120 SPACES (1 / 500 SF)
ENTERTAINMENT	120 SPACES (1 / 500 SF)
OFFICE	330 SPACES (3 / 1000 SF)
MULTIFAMILY	1,200 SPACES (1/BED + 0.2/UNIT)
TOWNHOMES	330 SPACES (2.2 / UNIT)
PROPOSED PARKING:	**2,706 SPACES** (TOTAL)
EXIST. COMMERCIAL SURFACE PARKING	452 SPACES
PROP. COMMERCIAL SURFACE PARKING	378 SPACES
COMMERCIAL PARKING DECK	195 SPACES
COMMERCIAL PODIUM PARKING	99 SPACES
MULTIFAMILY PARKING DECKS	1,200 SPACES
TOWNHOMES	330 SPACES
ON STREET PARKING	52 SPACES

BUILDING HEIGHTS

MAXIMUM ALLOWABLE	
COMMERCIAL	4 STORIES OR 60'
OFFICE	4 STORIES OR 60'
MULTIFAMILY	4 STORIES OR 60'
TOWNHOME	4 STORIES OR 60'
PROPOSED MAXIMUM	
COMMERCIAL	4 STORIES OR 60'
OFFICE (EXISTING)	4 STORIES OR 75' **(EXISTING)**
MULTIFAMILY	4 STORIES OR 60'
TOWNHOME	4 STORIES OR 60'

CONTACTS

TRAFFIC CONSULTANT
HARRISON FORDER, P.E.
KIMLEY-HORN & ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
770-619-4280

CIVIL CONSULTANT
TYLER ROSSER, P.E.
KIMLEY-HORN & ASSOCIATES
3930 JONES BRIDGE ROAD, SUITE 350
NORCROSS, GA 30092
770-825-0749

APPLICANT CONSULTANT
JOHN KELLEY
TORO DEVELOPMENT COMPANY
6200 AVALON BOULEVARD
ALPHARETTA, GA 30009
470-681-3716

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
3930 JONES BRIDGE ROAD
THE FORUM, SUITE 350
NORCROSS, GEORGIA 30092
PHONE (770) 825-0744
WWW.KIMLEY-HORN.COM

CLIENT
TORO DEVELOPMENT COMPANY
6200 AVALON BOULEVARD
ALPHARETTA, GA 30009
PHONE: 470.681.3716

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
JOHNS CREEK TOWN CENTER
MIXED-USE DEVELOPMENT
DRI #3742
11350 JOHNS CREEK PARKWAY, JOHNS CREEK, GEORGIA
LAND LOT 398, 400, 403, 404, & 405, 1ST DISTRICT

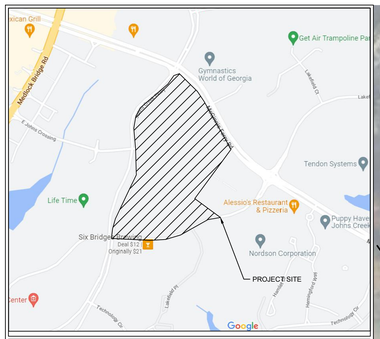
GSWCC CERT. (LEVEL II)	000007289
DRAWN BY	NRC
DESIGNED BY	CMC
REVIEWED BY	JTR
DATE	09.12.2022
PROJECT NO.	014602003

TITLE
DRI SITE PLAN

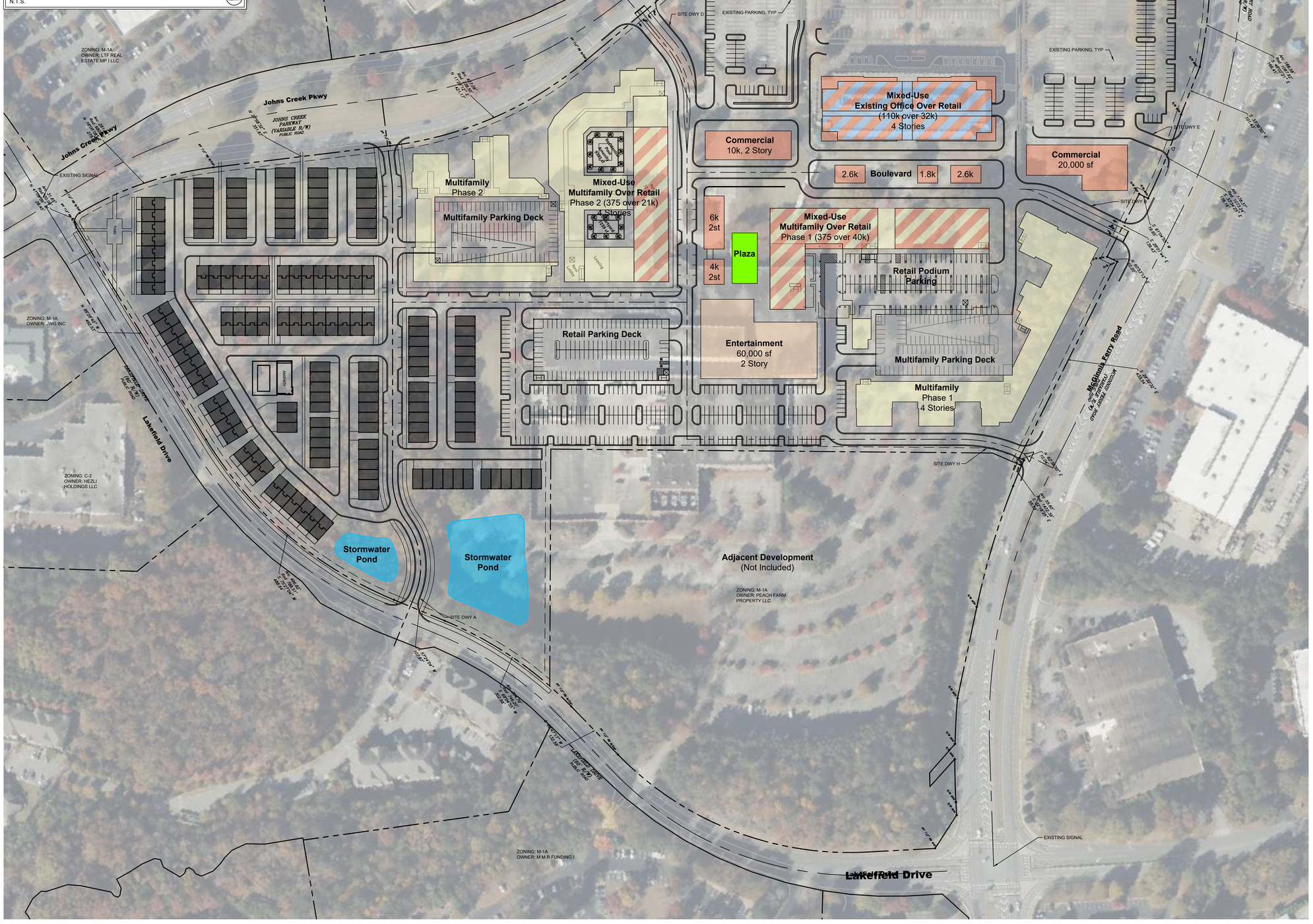
SHEET NUMBER
DRI.00

Drawing name: K:\atl_civil\014602003_toro johns creek\CAD\plansheet\DRI - SITE PLAN.dwg DRI3742 DRI SITE PLAN Sep 16, 2022 11:39am by: nolan.comm

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.



VICINITY MAP
N.T.S.



SITE LEGEND

- PROPERTY LINE
- FRONT SETBACK
- COMMERCIAL BUILDING
- ENTERTAINMENT
- TOWNHOME
- MULTIFAMILY BUILDING
- MULTIFAMILY OVER RETAIL
- OFFICE OVER RETAIL
- PARKING DECK

SITE DEVELOPMENT SUMMARY

SITE SUMMARY

CURRENT ZONING	M1
PROPOSED ZONING	TC-X
OVERLAY DISTRICT	TOWN CENTER OVERLAY
DRI CASE NUMBER	DRI 3742

SITE AREA:

SITE AREA	41.71 ACRES
PROPOSED REZONED AREA	41.71 ACRES

SETBACKS & BUFFERS:

FRONT SETBACKS	10'
SIDE SETBACKS	NONE

LAND USES & DENSITIES

TOTAL RESIDENTIAL: 900 UNITS (21.58 UNITS/ACRE)
TOTAL NON-RESIDENTIAL: 310,000 SF (7.433 SF/ACRE)

CIVIC USE - Developer will consider proposals to incorporate a civic use within the development subject to mutually agreeable terms and conditions.

PARKING SUMMARY

MINIMUM REQUIRED PARKING:	**2,260 SPACES** (TOTAL)
RETAIL	160 SPACES (1 / 500 SF)
RESTAURANT	120 SPACES (1 / 500 SF)
ENTERTAINMENT	120 SPACES (1 / 500 SF)
OFFICE	330 SPACES (3 / 1000 SF)
MULTIFAMILY	1,200 SPACES (1/BED + 0.2/UNIT)
TOWNHOMES	330 SPACES (2.2 / UNIT)
PROPOSED PARKING:	**2,706 SPACES** (TOTAL)
EXIST. COMMERCIAL SURFACE PARKING	452 SPACES
PROP. COMMERCIAL SURFACE PARKING	378 SPACES
COMMERCIAL PARKING DECK	195 SPACES
COMMERCIAL PODIUM PARKING	99 SPACES
MULTIFAMILY PARKING DECKS	1,200 SPACES
TOWNHOMES	330 SPACES
ON STREET PARKING	52 SPACES

BUILDING HEIGHTS

MAXIMUM ALLOWABLE	
COMMERCIAL	4 STORIES OR 60'
OFFICE	4 STORIES OR 60'
MULTIFAMILY	4 STORIES OR 60'
TOWNHOME	4 STORIES OR 60'
PROPOSED MAXIMUM	
COMMERCIAL	4 STORIES OR 60'
OFFICE (EXISTING)	4 STORIES OR 75' **(EXISTING)**
MULTIFAMILY	4 STORIES OR 60'
TOWNHOME	4 STORIES OR 60'

CONTACTS

TRAFFIC CONSULTANT
HARRISON FORDER, P.E.
KIMLEY-HORN & ASSOCIATES
11720 AMBER PARK DRIVE, SUITE 600
ALPHARETTA, GA 30009
770-619-4280

CIVIL CONSULTANT
TYLER ROSSER, P.E.
KIMLEY-HORN & ASSOCIATES
3930 JONES BRIDGE ROAD, SUITE 350
NORCROSS, GA 30092
770-825-0749

APPLICANT CONSULTANT
JOHN KELLEY
TORO DEVELOPMENT COMPANY
6200 AVALON BOULEVARD
ALPHARETTA, GA 30009
470-881-3716

GRAPHIC SCALE IN FEET
0 40 80 160

Kimley»Horn
© 2021 KIMLEY-HORN AND ASSOCIATES, INC.
3930 JONES BRIDGE ROAD
THE FORUM, SUITE 350
NORCROSS, GEORGIA 30092
PHONE (770) 825-0744
WWW.KIMLEY-HORN.COM

CLIENT
TORO DEVELOPMENT COMPANY
6200 AVALON BOULEVARD
ALPHARETTA, GA 30009
PHONE: 470.881.3716

No.	REVISION DESCRIPTIONS	DATE	BY

PROJECT
JOHNS CREEK TOWN CENTER
MIXED-USE DEVELOPMENT
DRI #3742
11350 JOHNS CREEK PARKWAY, JOHNS CREEK, GEORGIA
LAND LOT 398, 400, 403, 404, & 405, 1ST DISTRICT

GSWCC CERT. (LEVEL II)	000007289
DRAWN BY	NRC
DESIGNED BY	CMC
REVIEWED BY	JTR
DATE	09.12.2022
PROJECT NO.	014602003

TITLE
DRI SITE PLAN - AERIAL

SHEET NUMBER
DRI.01

Drawing name: K:\atl_civil\014602003_toro johns creek\CAD\plansheets\DRI - SITE PLAN.dwg DRI3742 DRI SITE PLAN - AERIAL Sep 16, 2022 11:38am by: nolan.comm

This document, together with the concepts and designs presented herein, as an instrument of service, is intended only for the specific purpose and client for which it was prepared. Reuse of and improper reliance on this document without written authorization and adaptation by Kimley-Horn and Associates, Inc. shall be without liability to Kimley-Horn and Associates, Inc.