



REGIONAL REVIEW NOTIFICATION

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

DATE: Jun 21 2007

ARC REVIEW CODE: R706211

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

NOTE: This is digital
signature. Original on file.

The Atlanta Regional Commission (ARC) has received the following proposal and is initiating a regional review to seek comments from potentially impacted jurisdictions and agencies. The ARC requests your comments related to the proposal not addressed by the Commission's regional plans and policies.

Name of Proposal: Johns Creek Walk II

Review Type: Development of Regional Impact

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

Submitting Local Government: City of Johns Creek

Date Opened: Jun 21 2007

Deadline for Comments: Jul 5 2007

Earliest the Regional Review can be Completed: Jun 21 2007

THE FOLLOWING LOCAL GOVERNMENTS AND AGENCIES ARE RECEIVING NOTICE OF THIS REVIEW:

ARC LAND USE PLANNING
ARC DATA RESEARCH
GEORGIA DEPARTMENT OF NATURAL RESOURCES
FULTON COUNTY
FORSYTH COUNTY

ARC TRANSPORTATION PLANNING
ARC AGING DIVISION
GEORGIA DEPARTMENT OF TRANSPORTATION
FULTON COUNTY SCHOOLS
GWINNETT COUNTY

ARC ENVIRONMENTAL PLANNING
GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS
GEORGIA REGIONAL TRANSPORTATION AUTHORITY
CITY OF ALPHARETTA
CITY OF DULUTH

Attached is information concerning this review.

If you have any questions regarding this review, Please call Haley Fleming, Review Coordinator, at (404) 463-3311. If the ARC staff does not receive comments from you by 2007-07-05 00:00:00, we will assume that your agency has no additional comments and we will close the review. Comments by email are strongly encouraged.

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



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DEVELOPMENT OF REGIONAL IMPACT

DRI- REQUEST FOR COMMENTS

Instructions: The project described below has been submitted to this Regional Development Center for review as a Development of Regional Impact (DRI). A DRI is a development of sufficient project of sufficient scale or importance that it is likely to have impacts beyond the jurisdiction in which the project is actually located, such as adjoining cities or neighboring counties. We would like to consider your comments on this proposed development in our DRI review process. Therefore, please review the information about the project included on this form and give us your comments in the space provided. The completed form should be returned to the RDC on or before the specified return deadline.

Preliminary Findings of the RDC: **Johns Creek Walk II** *See the Preliminary Report .*

Comments from affected party (attach additional sheets as needed):

Individual Completing form:

Local Government:

Department:

Telephone: ()

Signature:

Date:

Please Return this form to:

Haley Fleming, Atlanta Regional Commission
40 Courtland Street NE
Atlanta, GA 30303
Ph. (404) 463-3311 Fax (404) 463-3254
hffleming@atlantaregional.com

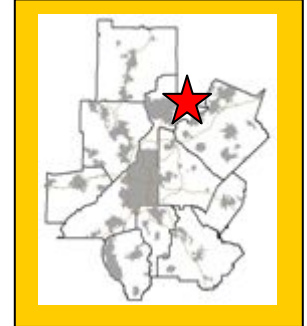
Return Date: *Jul 5 2007*

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|---------------------|---------------|---|------------------|---------------------------|
| Preliminary Report: | June 21, 2007 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Johns Creek Walk II #1418 |
| Final Report Due: | July 21, 2007 | | Comments Due By: | July 5, 2007 |

PRELIMINARY REPORT SUMMARY

PROPOSED DEVELOPMENT:

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



PROJECT PHASING:

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

GENERAL

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

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

The project site is currently zoned MIX and Ag-1. The proposed zoning for the site is MIX conditional to allow for the hotel and senior living facility. Information submitted for the review states that the proposed development is not consistent with the future land use plan for the City of Johns Cree, which designates the area as private recreation.

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

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

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

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

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

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

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

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

YEAR NAME

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

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

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

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

No.

Is the proposed development consistent with regional plans and policies?

The proposed development is located within the suburban neighborhood on the Atlanta Region Unified Growth Policy Map. Suburban neighborhoods are defined as areas that are located outside of the Central City or Activity Centers and will be developed at a more suburban scale with appropriate commercial development and low intensity mixed used serving the local area. The proposed mixed use development incorporates a variety of housing types and commercial development to serve the local area. The proposed development is the second phase of the Johns Creek Walk. The first phase included 210 apartments, 44 townhomes, 17 single family lots, and 60,000 square feet of retail and office space. These two developments provide individuals and families of various incomes and age groups opportunities to live, work, and shop within close proximity.

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

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PRELIMINARY REPORT

Regional Development Plan Policies

1. Provide sustainable economic growth in all areas of the region.
2. Encourage new homes and jobs within existing developed areas of the region, focusing on principal transportation corridors, the Central Business District, activity centers, and town centers.
3. Increase opportunities for mixed use development, transit-oriented development, infill, and redevelopment.
4. At strategic regional locations, plan and retail industrial and freight land uses.
5. Design transportation infrastructure to protect the context of adjoining development and provide a sense of place appropriate for our communities.
6. Promote the reclamation of Brownfield development sites.
7. Protect the character and integrity of existing neighborhoods, while also meeting the needs of communities to grow.
8. Encourage a variety of homes styles, densities, and price ranges in locations that are accessible to jobs and services to ensure housing for individuals and families of all incomes and age groups.
9. Promote new communities that feature greenspace and neighborhood parks, pedestrian scale, support transportation options, and provide an appropriate mix of uses and housing types.
10. Promote sustainable and energy efficient development.
11. Protect environmentally-sensitive areas including wetlands, floodplains, small water supply watersheds, rivers and stream corridors.
12. Increase the amount, quality, and connectivity, and accessibility of greenspace.
13. Provide strategies to preserve and enhance historic resources
14. Through regional infrastructure planning, limit growth in undeveloped areas of the region
15. Assist local governments to adopt growth management strategies that make more efficient use of existing infrastructure.
16. Inform and involve the public in planning at regional, local, and neighborhood levels.
17. Coordinate local policies and regulations to support Regional Policies
18. Encourage the development of state and regional growth management policy.

BEST LAND USE PRACTICES

Practice 1: Keep vehicle miles of travel (VMT) below the area average. Infill developments are the best at accomplishing this. The more remote a development the more self contained it must be to stay below the area average VMT.

Practice 2: Contribute to the area's jobs-housing balance. Strive for a job-housing balance with a three to five mile area around a development site.

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Practice 3: Mix land uses at the finest grain the market will bear and include civic uses in the mix.

Practice 4: Develop in clusters and keep the clusters small. This will result in more open space preservation.

Practice 5: Place higher-density housing near commercial centers, transit lines and parks. This will enable more walking, biking and transit use.

Practice 6: Phase convenience shopping and recreational opportunities to keep pace with housing. These are valued amenities and translate into less external travel by residents if located conveniently to housing.

Practice 7: Make subdivisions into neighborhoods with well-defined centers and edges. This is traditional development.

Practice 8: Reserve school sites and donate them if necessary to attract new schools. This will result in neighborhood schools which provide a more supportive learning environment than larger ones.

Practice 9: Concentrate commercial development in compact centers or districts, rather than letting it spread out in strips.

Practice 10: Make shopping centers and business parks into all-purpose activity centers. Suburban shopping centers and their environs could be improved by mixing uses and designing them with the pedestrian amenities of downtowns.

Practice 11: Tame auto-oriented land uses, or at least separate them from pedestrian-oriented uses. Relegate “big box” stores to areas where they will do the least harm to the community fabric.

BEST TRANSPORTATION PRACTICES

Practice 1: Design the street network with multiple connections and relatively direct routes.

Practice 2: Space through-streets no more than a half-mile apart or the equivalent route density in a curvilinear network.

Practice 3: Use traffic-calming measures liberally. Use short streets, sharp curves, center islands, traffic circles, textured pavements, speed bumps and raised crosswalks.

Practice 4: Keep speeds on local streets down to 20 mph.

Practice 5: Keep speeds on arterials and collectors down to 35 mph (at least inside communities).

Practice 6: Keep all streets as narrow as possible and never more than four traffic lanes wide. Florida suggests access streets 18 feet, subcollectors 26 feet, and collectors from 28 feet to 36 feet depending on lanes and parking.

Practice 7: Align streets to give buildings energy-efficient orientations. Allow building sites to benefit from sun angles, natural shading and prevailing breezes.

Practice 8: Avoid using traffic signals wherever possible and always space them for good traffic progression.

Practice 9: Provide networks for pedestrians and bicyclists as good as the network for motorists.

Practice 10: Provide pedestrians and bicyclists with shortcuts and alternatives to travel along high-volume streets.

Practice 11: Incorporate transit-oriented design features.

Practice 12: Establish TDM programs for local employees. Ridesharing, modified work hours, telecommuting and others.

BEST ENVIRONMENTAL PRACTICES

Practice 1: Use a systems approach to environmental planning. Shift from development orientation to basins or ecosystems planning.

Practice 2: Channel development into areas that are already disturbed.

Practice 3: Preserve patches of high-quality habitat, as large and circular as possible, feathered at the edges and connected by wildlife corridors. Stream corridors offer great potential.

Practice 4: Design around significant wetlands.

Practice 5: Establish upland buffers around all retained wetlands and natural water bodies.

Practice 6: Preserve significant uplands, too.

Practice 7: Restore and enhance ecological functions damaged by prior site activities.

Practice 8: Detain runoff with open, natural drainage systems. The more natural the system the more valuable it will be for wildlife and water quality.

Practice 9: Design man-made lakes and stormwater ponds for maximum environmental value. Recreation, stormwater management, wildlife habitat and others.

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Practice 10: Use reclaimed water and integrated pest management on large landscaped areas. Integrated pest management involves controlling pests by introducing their natural enemies and cultivating disease and insect resistant grasses.

Practice 11: Use and require the use of Xeriscape™ landscaping. Xeriscaping™ is water conserving landscape methods and materials.

BEST HOUSING PRACTICES

Practice 1: Offer “life cycle” housing. Providing integrated housing for every part of the “life cycle.”

Practice 2: Achieve an average net residential density of six to seven units per acre without the appearance of crowding. Cluster housing to achieve open space.

Practice 3: Use cost-effective site development and construction practices. Small frontages and setbacks; rolled curbs or no curbs; shared driveways.

Practice 4: Design of energy-saving features. Natural shading and solar access.

Practice 5: Supply affordable single-family homes for moderate-income households.

Practice 6: Supply affordable multi-family and accessory housing for low-income households.

Practice 7: Tap government housing programs to broaden and deepen the housing/income mix.

Practice 8: Mix housing to the extent the market will bear.

LOCATION

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

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

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

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

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

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

ECONOMY OF THE REGION

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

What new taxes will be generated by the proposed project?

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

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



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Short-term jobs will depend upon construction schedule.

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

Yes.

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

To be determined during the review.

NATURAL RESOURCES

To be determined during the review.

HISTORIC RESOURCES

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

None have been identified.

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

Not applicable.

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

Not applicable.

INFRASTRUCTURE

Transportation

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

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

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

URS performed the transportation analysis. GRTA and ARC review staff agreed with the methodology and assumptions used in the analysis. The net trip generation is based on the rates published in the 7th edition of the Institute of Transportation Engineers (ITE) Trip Generation report; they are listed in the following table:

| Land Use | A.M. Peak Hour | | | P.M. Peak Hour | | | 24-Hour |
|---|----------------|------------|------------|----------------|------------|------------|--------------|
| | Enter | Exit | 2-Way | Enter | Exit | 2-Way | 2-Way |
| General Office <i>8,000 square feet</i> | 21 | 2 | 23 | 10 | 68 | 78 | 153 |
| Senior Attached Housing <i>125 units</i> | 1 | 1 | 2 | 1 | 0 | 1 | 55 |
| Hotel <i>95 rooms</i> | 32 | 21 | 53 | 30 | 26 | 56 | 776 |
| Residential Condominium/Townhouse <i>291 du</i> | 18 | 97 | 115 | 71 | 31 | 102 | 1,167 |
| Shopping Center <i>48,000 square feet</i> | 58 | 35 | 93 | 83 | 91 | 174 | 2,608 |
| TOTAL NEW TRIPS | 130 | 156 | 286 | 195 | 216 | 411 | 4,759 |

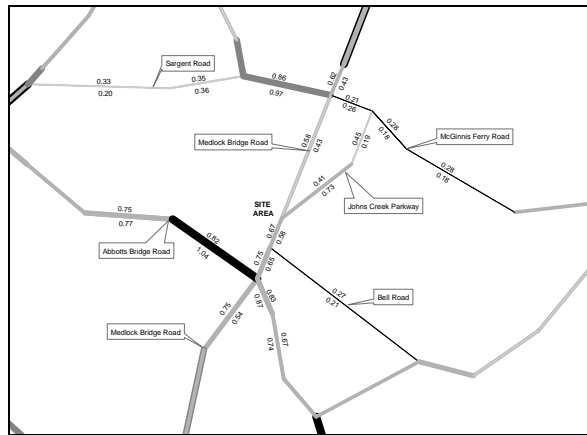
What are the existing traffic patterns and volumes on the local, county, state and interstate roads that serve the site?

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

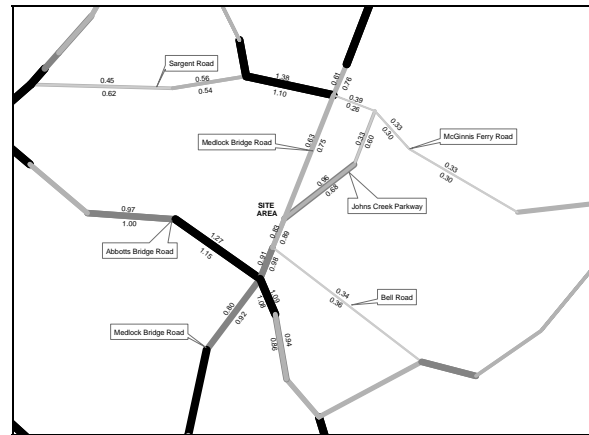
Projected traffic volumes from the Regional Travel Demand Model are compared to the assigned capacity of facilities within the study network. This data is used to calculate a volume to capacity (V/C) ratio. The V/C ratio values that define the LOS thresholds vary depending on factors such as the type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

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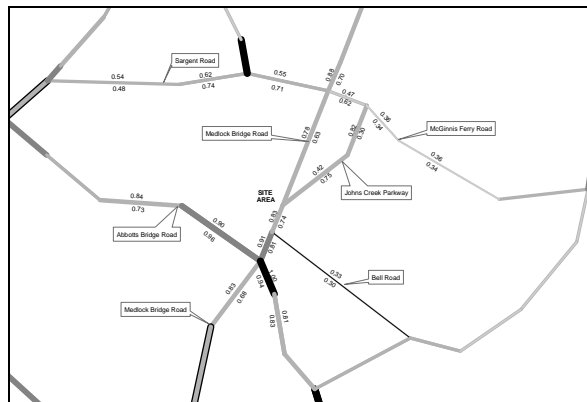
V/C Ratios



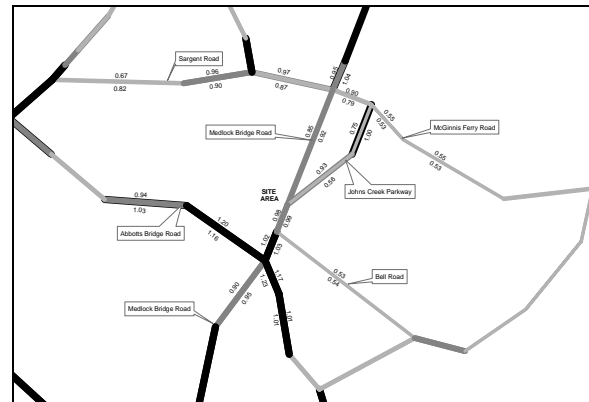
2005 AM Peak



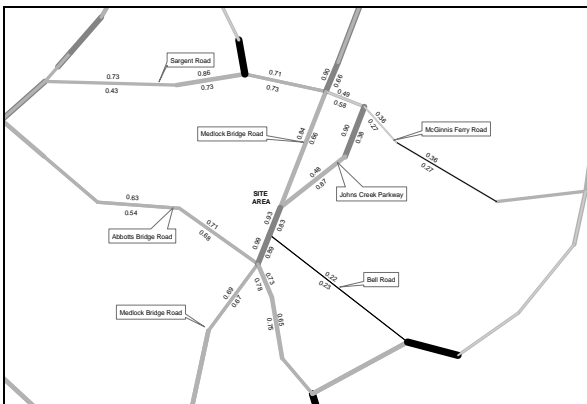
2005 PM Peak



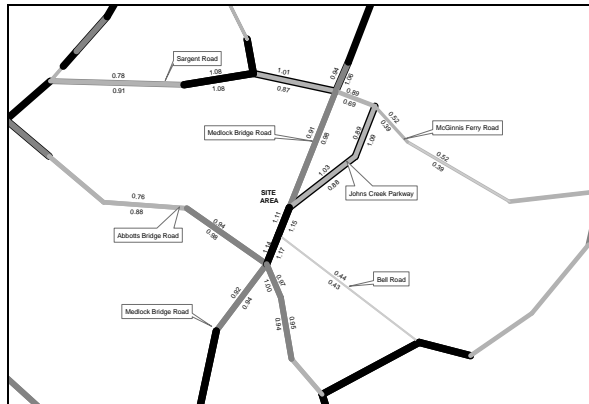
2010 AM Peak



2010 PM Peak



2030 AM Peak



2030 PM Peak

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

For the V/C ratio graphic, the data is based on 2005, 2010 and 2030 AM/PM peak volume data generated from ARC's 20-county travel demand model utilizing projects from Mobility 2030 and the FY 2006-2011 TIP. The 20-county networks are being used since they consist of the most up to date transportation networks and data. The travel demand model incorporates lane addition improvements and updates to the network as appropriate. As the life of the RTP progresses,

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volume and/or V/C ratio data may appear inconsistent due to (1) effect of implementation of nearby new or expanded facilities or (2) impact of socio-economic data on facility types.

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

2006-2011 TIP*

| ARC Number | Route | Type of Improvement | Scheduled Completion Year |
|--------------|--|------------------------------|---------------------------|
| FN-191L | Jones Bridge Road at Douglas Road | Roadway Operational Upgrades | 2006 |
| FN-191M | Jones Bridge Road at Sargent Road | Roadway Operational Upgrades | 2006 |
| FN-233B | McGinnis Ferry Road: Segment 2 from Sargent Road to Gwinnett County Line [See also other FN-233 series line items] | Roadway Capacity | 2008 |
| FN-238 | Bell Road at Boles Road | Roadway Operational Upgrades | 2011 |
| FN-AR-BP076A | Johns Creek Greenway: Segment 1 from Finley Road (off of SR 141) to Old Alabama Road (off of SR 141) | Multi-Use Bike/Ped Facility | 2008 |
| FT-067A | Brookwood Road from McGinnis Ferry Road to SR 141 (Peachtree Parkway) [See also FT-067B] | Roadway Capacity | 2010 |

2030 RTP*

| ARC Number | Route | Type of Improvement | Scheduled Completion Year |
|------------|---|---------------------|---------------------------|
| FN-003A | SR 120 (Kimball Bridge/Abbotts Bridge Road) from State Bridge Road/Old Milton Parkway in Fulton County to Peachtree Industrial Boulevard in Gwinnett County | Roadway Capacity | 2020 |
| FN-233A | McGinnis Ferry Road: Segment 1 from Union Hill Road to Sargent Road | Roadway Capacity | 2020 |

**The ARC Board adopted the 2030 RTP and FY 2006-2011 TIP on June 8, 2007.*

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

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

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

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

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

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

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

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

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

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

None proposed.

The development **PASSES** the ARC's Air Quality Benchmark test.

| Air Quality Impacts/Mitigation (based on ARC strategies) | Credits | Total |
|---|----------------|--------------|
| Where Residential is dominant, >15 units/ac | 6% | 6% |
| Where Residential is dominant, 10% Retail or 10% Office | 4% | 4% |
| Bike/ped networks that meet Mixed Use or Density target and connect to adjoining uses | 45% | 5% |
| Total | | 15% |

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

To be determined upon completion of review.

INFRASTRUCTURE



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Wastewater and Sewage

Based on regional averages, wastewater is estimated at 77,567 gallons per day.

Which facility will treat wastewater from the project?

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

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

The capacity of Johns Creek is listed below

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

MMF: Maximum Monthly Flow. Mgd: million of gallons per day.

¹ Source: Metropolitan North Georgia Water Planning District *SHORT-TERM WASTEWATER CAPACITY PLAN*, August 2002.

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

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

INFRASTRUCTURE

Water Supply and Treatment

How much water will the proposed project demand?

Water demand also is estimated at 0.77,567 gallons per day based on regional averages.

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

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

INFRASTRUCTURE

Solid Waste

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

| | | | | |
|---------------------|---------------|---|------------------|---------------------------|
| Preliminary Report: | June 21, 2007 | DEVELOPMENT OF REGIONAL IMPACT REVIEW REPORT | Project: | Johns Creek Walk II #1418 |
| Final Report Due: | July 21, 2007 | | Comments Due By: | July 5, 2007 |

Information submitted with the review 2,800 tons of solid waste per year and will be disposed in Fulton County.

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

No.

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

None stated.

INFRASTRUCTURE

Other facilities

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

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

To be determined during the review.

HOUSING

Will the proposed project create a demand for additional housing?

No, the development is proposing 316 residential units.

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

No.

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

The site proposed for the development is located in Census Tract 116.08. This tract had a 19.3 percent increase in number of housing units from 2000 to 2006 according to ARC's Population and Housing Report. The report shows that 90 percent of the housing units are single-family, compared to 69 percent for the region; thus indicating a lack of housing options around the development area.

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

| | | | | |
|---------------------|---------------|--|------------------|---------------------------|
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N/A

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

Developments of Regional Impact

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DRI #1418

DEVELOPMENT OF REGIONAL IMPACT Initial DRI Information

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

Local Government Information

Submitting Local Government: Johns Creek

Individual completing form: Justin Kirouac

Telephone: 404.512.3294

E-mail: justin.kirouac@cityofjohnscreekg.us

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

Proposed Project Information

Name of Proposed Project: Johns Creek Walk II

Location (Street Address, GPS Coordinates, or
Legal Land Lot Description): 11330 Medlock Bridge Road, Duluth, GA 30097

Brief Description of Project: Phase II of mixed-use project, including residential, commercial, office and hotel.

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.): | | 563,638 gross square feet; 30.17 acres | |
| Developer: | | Medlock Bridge Realty Partners, LLC | |
| Mailing Address: | | 3455 Peachtree Road, The Pinnacle Suite 700 | |
| Address 2: | | | |
| | | City:Atlanta State: GA Zip:30326 | |
| Telephone: | | 404.591.2900 | |
| Email: | | Bcurran@goarp.com | |
| Is property owner different from developer/ applicant? | | (not selected) Yes No | |
| If yes, property owner: | | The Standard Club | |
| 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 | |
| Is this project a phase or part of a larger overall project? | | (not selected) Yes No | |
| If yes, what percent of the overall project does this project/phase represent? | | 50% | |

| | |
|-------------------------------------|---|
| Estimated Project Completion Dates: | This project/phase: 2009 Overall project: 2009 |
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Developments of Regional Impact

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DRI #1418

DEVELOPMENT OF REGIONAL IMPACT Additional DRI Information

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

Local Government Information

| | |
|------------------------------|-------------------------------------|
| Submitting Local Government: | Johns Creek |
| Individual completing form: | Justin Kirouac |
| Telephone: | 404.512.3294 |
| Email: | justin.kirouac@cityofjohnscreekg.us |

Project Information

| | |
|---------------------------|-------------------------------------|
| Name of Proposed Project: | Johns Creek Walk II |
| DRI ID Number: | 1418 |
| Developer/Applicant: | Medlock Bridge Realty Partners, LLC |
| Telephone: | 404.591.2900 |
| Email(s): | Bcurran@goarp.com |

Additional Information Requested

| | | | |
|---|----------------|-----|----|
| Has the RDC identified any additional information required in order to proceed with the official regional review process? (If no, proceed to Economic Impacts.) | (not selected) | Yes | No |
|---|----------------|-----|----|

| | | | |
|---|----------------|-----|----|
| If yes, has that additional information been provided to your RDC and, if applicable, GRTA? | (not selected) | Yes | No |
|---|----------------|-----|----|

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

Economic Development

| | |
|---|--------------|
| Estimated Value at Build-Out: | 96.7 million |
| Estimated annual local tax revenues (i.e., property tax, sales tax) likely to be generated by the proposed development: | 1,065,700 |

| | | | |
|--|--------------------------------|-----|----|
| Is the regional work force sufficient to fill the demand created by the proposed project? | (not selected) | Yes | No |
| Will this development displace any existing uses? | (not selected) | Yes | No |
| If yes, please describe (including number of units, square feet, etc): | | | |
| | | | |
| Water Supply | | | |
| Name of water supply provider for this site: | Fulton County | | |
| What is the estimated water supply demand to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 77,567 | | |
| Is sufficient water supply capacity available to serve the proposed project? | (not selected) | Yes | No |
| If no, describe any plans to expand the existing water supply capacity: | | | |
| | | | |
| Is a water line extension required to serve this project? | (not selected) | Yes | No |
| If yes, how much additional line (in miles) will be required? | | | |
| | | | |
| Wastewater Disposal | | | |
| Name of wastewater treatment provider for this site: | Johns Creek | | |
| What is the estimated sewage flow to be generated by the project, measured in Millions of Gallons Per Day (MGD)? | 77,567 | | |
| 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.) | 258 am pk hour, 383 pm pk hour | | |
| Has a traffic study been performed to determine whether or not transportation or access improvements will be needed to serve this project? | (not selected) | Yes | No |
| Are transportation improvements needed to serve this project? | (not selected) | Yes | No |
| If yes, please describe below: Entrance 1: right in/right out driveway with additional accel lane south and decel lane north of entrance Entrance 2: conversion of 3 way traffic light to a 4 way traffic light with accel lane south and decel lane north of entrance | | | |
| | | | |
| Solid Waste Disposal | | | |
| | | | |

| | |
|---|-----------------------------|
| How much solid waste is the project expected to generate annually (in tons)? | 2,800 |
| Is sufficient landfill capacity available to serve this proposed project? | (not selected) Yes No |
| If no, describe any plans to expand existing landfill capacity: | |
| | |
| Will any hazardous waste be generated by the development? | (not selected) Yes No |
| If yes, please explain: | |
| | |
| | |
| Stormwater Management | |
| What percentage of the site is projected to be impervious surface once the proposed development has been constructed? | 46% |
| Describe any measures proposed (such as buffers, detention or retention ponds, pervious parking areas) to mitigate the project's impacts on stormwater management: The proposed use will provide a re-use of a site previously utilized as an outdated irrigation pond. All consideration has been given to protect and enhance the natural features of the site through maintenance of greenspace and buffers as well as grouping complementary uses to decrease the building envelope and increase pervious surface. There will also be an onsite detention pond. | |
| | |
| 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: The Federal Emergency Management Agency (FEMA) and Fulton County have recorded a 500-year flood plain area within the proposed project site. The stream is currently being restored from its previous use as an irrigation pond. | |
| | |
| | |
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