COMMUNITY ASSESSMENT: TECHNICAL APPENDIX

INTRODUCTION

The City decided to undertake the Comprehensive Plan in coordination with its **Transportation Master Plan** and the **Green Plan**. The City contracted a team of consultants to facilitate these efforts. This approach will allow the respective master plans to inform each other and unify planning efforts. It will also maximize citizen involvement through the year of planning.

This Technical Appendix contains supporting information for the Executive Summary of the Community Assessment.

Review Process

Prior to the development of a Community Agenda, the Department of Community Affairs (DCA) requires that the local jurisdictions transmit the Participation Plan along with a Community Assessment for review. The Atlanta Regional Commission (ARC) is the regional arm of DCA that reviews these two documents to determine whether or not they are complete; upon this verification, ARC in turn transmits these documents to DCA. DCA conducts a report of findings and recommendation, and ARC issues the local government a final report that includes DCA's comments.

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1. POPULATION

Methodological Introduction

Because Johns Creek is a new city, there does not exist years of data organized by City boundary; sources rely upon the 2000 Census data organized by "block" as the base data from which to derive City estimates. Different methods, however, will yield slightly different numbers. For example, the City's GIS department established the population of the city from block group data by looking at the housing units within the city limits. This population count was finalized at 60,532. The US Census Bureau official statement records the 2000 population of Johns Creek as 61,243. This is a difference of 711persons, or approximately 1% of the Johns Creek population.

The City of Johns Creek Comprehensive Plan establishes the **2000 base figure of 60,343**; this figure is also derived from the raw Census Block data. To following section explains the source and rationale behind this figure.

While block-level data yields basic population and household information, the type of information available from the Census Bureau at this level is limited, and does not include many of the indicators for the City that help describe its characteristics and planning needs. Therefore, a data set generated by ESRI-Business Analyst (ESRI is the geographic information company that produces ArcGIS), using additional source such as permit data, zip code data, and Info USA market data (a massive, research collection source recognized nation wide) was used for the majority of the characteristics reported herein. The justification was two-fold: (1) it ensures that data is confined to the City boundary and therefore more accurately depicts City dynamics, and (2) relying upon one source for a wide range of data maintains internal consistency for both current estimates, forecasting and a host of other data (housing, income, labor force, etc).

Estimates and forecasts were compared to numbers generated by the Atlanta Regional Commission (ARC) to verify accuracy and compatibility with regional trend analysis.

Total Population

Analyzing the 2000 Census data suggests that the count for the population within what is currently the City of Johns Creek was 60,343. An estimated **70,050 people** live in the City today.

Table 1.1

Population and Households: 2000 - 2012					
	2000 Census	2007	2012	2007 - 2012	
				Change	*Annual Rate*
Population	60,343	70,050	77,213	*7,163*	*1.97%*
Households	20,115	23,013	25,265	*2,252*	*1.88%*
Ave Household Size	3.00	3.04	3.05	*0.01*	*0.07%*
Families	16,738	18,740	20,233	*1,493*	*1.54%*
Ave Family Size	3.32	3.40	3.43	*0.03*	*0.18%*

Source: ESRI forecast; 2000 Census Block

Population Trends and Growth Rate Comparison

The Table below compares key indicators for the area that is now Johns Creek boundary from 1990 to 2000; the population increased nearly 13% annually during the ten year time period. The table below also shows that the number of households grew by just over 12% annually, and the average annual income growth was 3.4%. Detailed income and household data are provided in another section of the Appendix.

The numbers below indicate that between 1990 and 2000, the population within the Johns Creek City boundary grew by 232%.

Table 1.2

Population and Household Comparision: 1990 - 2000			
	1990	Census 2000	1990-2000
	Number	Number	Annual Rate
Total Population	18,152	60,343	12.76%
Total Households	6,283	20,115	12.34%
Average Household Size	2.89	3.00	0.37%
Total Families	5,440	16,738	11.89%
Average Family Size	3.11	3.32	0.66%
Per Capita Income	$31,024	$44,378	3.64%
Total Housing Units	6,810	20,698	11.76%

Source: ESRI

This growth rate was even higher than the overall North Fulton planning area, which was the fastest growing sub-area in the County during the same decade, with a 167% population increase.

The County has had an extraordinary growth explosion over a 25 year period; it reports a population increase of 638% between 1980 and 2005. The long range forecast for unincorporated Fulton County, which at the time included the now extant cities of Milton and Johns Creek, anticipated the area to grow by approximately 44% between 2005 and 2025.

Future Projections

The City's projections suggest a more moderate growth rate of 34% between 2007 and 2025. Using the growth rate generated by the 2007-2012 analysis (average annual rate of 1.97%), population forecasts through 2030 were prepared with an assumption that after 2012, annual growth rates would decrease slightly each year (0.10%) until 2020. From 2020 to 2030, a constant yearly growth rate of 1% was applied. The assumption for continued growth, but at a slower rate, is explained in the next section about the regional context.

The following table projects future growth for the City of Johns Creek to the year 2030.

Table 1.3

Population and Forecast: 2000 - 2030					
2000 (Census)	2007	2012	2020	2025	2030
60,343	70,050	77,213	85,372	89,727	94,304

Source: ESRI Census Block and forecast to 2012; Pond & Company to 2030

Various factors constrain this likely "build-out" population, however, such as available land for new development, existing city boundaries, policies regulating housing potential and the management of future annexation requests from any properties adjacent to the City boundary. According to the 2006 Existing Land Use Map, approximately 2,000 "vacant" acres and 3,000 "forested" acres of land remain in the City. Depending upon City policies, this land might or might not be available for development.

The City forecast indicates continued growth, but at a declining rate. Without historical permit data specifically for the City boundary, an historical trend for new residential units cannot be generated with confidence. However, ARC prepares a forecast based upon Traffic Analysis Zones (TAZ); an analysis of the TAZ data for the City of Johns Creek City shows a comparable 2030 forecast (89,967).

After decades of massive growth, the entire Metro-Atlanta region entered a period of less rapid rates of new development since 2003. A recent statement from ARC documents a 28.4% decline in residential building permits from 2006 to 2007 for the ten ARC core counties. For the outer ten counties, permits fell 35.6%. While a sharper decline than other years due to the mortgage crisis that hit the nation in 2006, it occurs during a period of a longer trend in slower growth rates described below.

Regional and State Context

Between 1990 and 2000, the Metro-Region population grew 3% annually, on average. Since 2000, the 10-county Atlanta region has averaged almost 86,000 net new residents each year, or 2.3% annually. This is a slight slowing of the rate of change. In 2006, the 10-county Atlanta region added 104,000 people to reach a total population of 4,029,400 million. Fulton County led the region's growth that year, followed by Gwinnett. Fulton remains the region's largest county with an estimated population of 933,600. After averaging 14,521 new residents each year in the 1990s, Fulton has surpassed that growth pace this decade, averaging 16,800 new residents each year since 2000.

Table 1.4 Fulton County Population and Forecast: 1980- 2025

Area	1980	1990	2000	2005	2010	2015	2020	2025
Cities: (Only the Fulton County portions are shown here, the remainders are at the bottom)								
Alpharetta	3,128	13,002	34,854	37,132	42,120	44,027	45,509	47,194
Atlanta (1.)	387,739	357,704	386,699	447,245	462,908	505,054	542,985	582,678
College Park (2.)	21,143	17,337	18,810	18,968	20,797	21,937	22,871	23,622
East Point	37,486	34,697	39,595	38,653	44,704	47,579	50,021	52763
Fairburn	3,466	4,878	5,464	8,561	9,075	11,038	12,926	14,831
Hapeville	6,166	5,483	6,180	6,175	6,849	7,441	7,970	8,490
Mountain Park (3.)	376	242	496	500	606	642	672	687
Palmetto (4.)	1,941	2,652	3,073	4,225	4,492	5,661	6,529	7,396
Roswell	23,337	53,743	79,334	82,912	90,587	94,911	98,325	101,274
Union City	4,780	10,210	11,621	15,250	15,264	17,008	18,620	20,003
City Total	489,585	499,808	586,126	659,621	696,643	755,367	807,366	859,997
Unincorporated Planning Areas:								
North Fulton	12,859	34,152	91,400	93,192	100,300	106,553	111,850	117,211
Sandy Springs	46,877	68,243	85,835	86,698	92,529	97,546	101,678	105,861
SW Fulton	8,863	10,210	11,300	12,851	15,152	17,368	19,446	21,541
South Fulton	31,720	36,538	41,345	52,439	66,639	80,611	94,000	107,489
Unincorporated Fulton Total	100,319	149,143	229,880	245,180	274,620	302,078	326,975	352,103

Source: Fulton County, Focus Fulton 2025

Statewide, Georgia saw its resident population increase 26% between 1990 and 2000, and this figure made it the fastest growth of any decade this century (Office of Planning and Budget, 2005).

Between 2000 and 2004, Georgia's average annual population increase was about 2% each year. The City's neighboring jurisdiction to the north, Forsyth County, has topped the state list of fastest growing counties, but its rate of new households also slowed during 2007.

Age Distribution

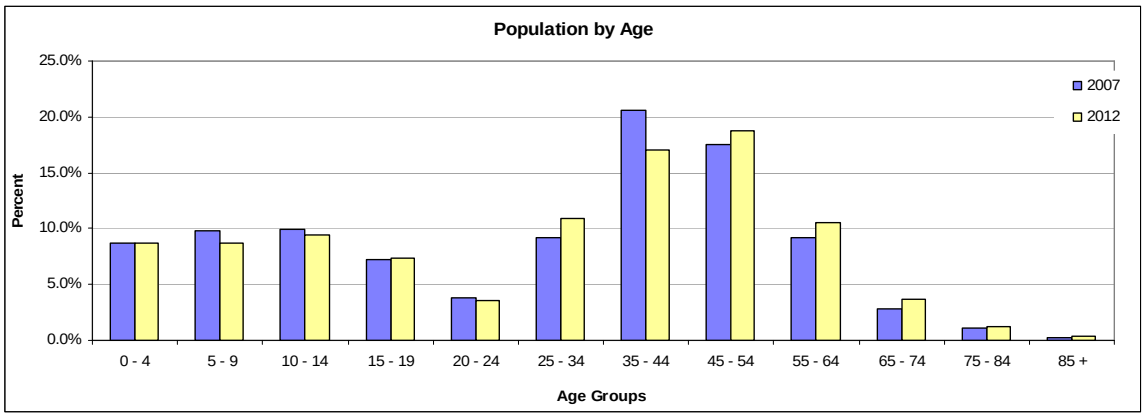
Age Groups and Future Projections by cohort

Table 1.5

Population by Age Cohort: 2000 - 2012						
	2000		2007		2012	
	Number	Percent	Number	Percent	Number	Percent
0 - 4	5,342	8.9%	6,072	8.7%	6,729	8.7%
5 - 9	6,178	10.2%	6,833	9.8%	6,710	8.7%
10 - 14	5,823	9.6%	6,953	9.9%	7,220	9.4%
15 - 19	3,762	6.2%	5,023	7.2%	5,602	7.3%
20 - 24	1,572	2.6%	2,669	3.8%	2,799	3.6%
25 - 34	7,604	12.6%	6,471	9.2%	8,378	10.9%
35 - 44	14,410	23.9%	14,421	20.6%	13,147	17.0%
45 - 54	9,651	16.0%	12,240	17.5%	14,415	18.7%
55 - 64	3,730	6.2%	6,427	9.2%	8,144	10.5%
65 - 74	1,521	2.5%	1,965	2.8%	2,849	3.7%
75 - 84	602	1.0%	769	1.1%	948	1.2%
85+	152	0.3%	206	0.3%	273	0.4%
Total:	***60,347***		***70,049***		***77,214***	

Source: ESRI forecast; Census block

Shown graphically below, the Johns Creek population clusters between 35 and 55 years of age.



Population Trends and Implications

The data shows that Johns Creek has a large percentage of children and teenagers; in 2007, those aged 19 years old and younger comprise 35.5% of the total population. The City has a slightly

greater proportion of children than the City of Roswell (24%) or the North Fulton planning area as a whole (26%). Half of the City's residents are over the age of 35.

In 2000, the 65 and older cohort in Johns Creek comprised just 3.8% of the population, totaling 2,275 people; this was a small proportion compared to the City of Roswell (8.7%), and North Fulton County (7.6%).

By 2012, those who will be 55 years and older will comprise 16% of the total population, or 12,214 people. Unlike national and even regional trends, the age distribution is such that this population will remain a small cohort, relative to the other age groups even in the future.

In the Atlanta Region, the older adult population has grown over the last decade at a rate slightly higher than the general population. Between 1990 and 2000, the 65+ population in the region increased by 30%. ARC forecasts that the older adult population will double between 2000 and 2015, and that by 2030, one in five residents will be over the age of 60.

For the City of Johns Creek, the main population issues involve amenities and employment centers for the young families that constitute the bulk of the City, as well as the potential to lose older residents in "empty nester" years if housing choices do not expand to meet changing needs through the life-cycle. Aging-in-place policies might be considered for discussion in the near future to address this potential.

Race and Ethnicity

Racial and Ethnic Composition and Comparisons

The table below presents race and Hispanic origin information for the City of Johns Creek. The Hispanic population is not considered a race in Census tabulations; therefore the numbers are reported as a separate category. The table below depicts slow change in the range of diversity the City enjoys.

Table 1.6

Race and Ethnicity						
	2000		2007		2012	
	Number	Percent	Number	Percent	Number	Percent
White Alone	49,178	81.5%	51,726	73.8%	52,805	68.4%
Black Alone	3,269	5.4%	6,191	8.8%	8,605	11.1%
American Indian Alone	70	0.1%	79	0.1%	90	0.1%
Asian Alone	6,356	10.5%	9,571	13.7%	12,283	15.9%
Pacific Islander Alone	14	0.0%	26	0.0%	38	0.0%
Some Other Race Alone	505	0.8%	945	1.3%	1,413	1.8%
Two or More Races	952	1.6%	1,511	2.2%	1,979	2.6%
Total:	*60,344*	*100*	*70,049*	*100*	*77,213*	*100*
Hispanic Origin (Any Race)	1,819	3.0%	3,133	4.5%	4,387	5.7%

Source: ESRI forecast; Census block

Comparatively, Johns Creek demonstrates less diversity than its neighboring cities of Alpharetta and Roswell, where minority populations comprise 16% and 23% of the total population, respectively.

The City does, however, share nearly the same profile as the North Fulton planning area as a whole, as indicated by the following table.

Table 1.7

North Fulton Planning Area Race and Hispanic Population: 2000	
Race	% of North Fulton Population
White	83.30%
African American	5.33%
Am. Indian, Eskimo & Aleut	0.11%
Asian/Pacific Islander	8.57%
Hispanic *(any race)*	3.46%

Source: 2025 Focus Fulton

Future Projections

Between the present day and 2030, the majority population that is white will decline in all cities. The 2012 projections indicate that approximately one-third of the City of Johns Creek will be Asian, African American, and other racial background; nearly 6% will be Hispanic origin.

Trends and Implications

The City remains a relatively homogenous community; this will change over time, and the slow pace of change offers an opportunity for the entire City to plan for and accommodate the benefits of diversity. The Hispanic and African American community will likely double by 2012, these groups will comprise about 17% of the City population while the Asian population alone will reach about 16% by 2012.

In 2005, the Hispanic population in Fulton stood at 6.76% (60,474 people). Since Fulton County is still far below the national average of 12.55% Hispanic, it is expected that their share of the population will increase faster than the increases projected for the nation; by 2025 this could grow to 163,133 or 13.4% of population. This will be monitored and adjusted as American Community Survey data shows divergence from the forecasts. The impact on the Fulton County is an increasing task of educating non-English speakers.

Already the children of recent Hispanic immigrants are learning English, and educational programs (including adult education) are focusing on English as a second language. Fulton County schools shoulder the greatest responsibility for these efforts.

Education

The City of Johns Creek has a well educated population – in 2000, approximately 22% earned Masters or Doctorate degrees, and 44% held Bachelor degrees. These proportions are much greater than the Atlanta region as whole, where 12% of the population has Masters or higher degree and 23% hold a Bachelors degree (American Community Survey, 2003).

The following table compares 1990 and 2000 educational attainment for Johns Creek residents 25 years and older.

Table 1.8

Population 25+ by Educational Attainment				
	1990		2000	
Total	11,810	100.0%	37,678	100.0%
Less than 9th Grade	148	1.3%	363	1.0%
9th - 12th Grade, No Diploma	235	2.0%	496	1.3%
High School Graduate	1,508	12.8%	3,613	9.6%
Some College, No Degree	2,459	20.8%	6,302	16.7%
Associate Degree	766	6.5%	2,032	5.4%
Bachelor's Degree	4,922	41.7%	16,611	44.1%
Master's/Professional/Doctorate Degree	1,772	15.0%	8,261	21.9%

Source: ESRI from Census Block

Income

According to every economic indicator, the area now delineated by the City of Johns Creek boundary was in better shape in 2000 than in 1990. This economic growth has not been true for all of Fulton County cities, however, as a handful of Cities saw slight decline in the past decade.

Summary of Income Measures

Table 1.9

Income Measures: 2000 - 2012			
Income Measure	2000	2007	2012
Median Household Income	$105,015	$150,592	$193,154
Average Household Income	$133,009	$201,494	$272,038
Per Capita Income	$44,378	$65,994	$88,733

Source: ESRI forecast; Census block

Median Household Income

Median household income within the boundaries of **Johns Creek in 2000 was $105,015**, and is substantially greater than that of the Atlanta region or the state of Georgia.

Table 1.10

Region and State Median Income: 1989 and 1999			
	1989	1999 (adjusted)	% Change 1989-1999
Atlanta MSA	$36,051	$39,453	9.44%
Georgia	$29,021	$32,227	11.05%

Source: 1990 Census (SF3) and 2000 Census (SF3). Incomes adjusted to use 1989 as a base year.

In **2007, $150,592** is the estimated Johns Creek median income. This represents a 43% increase since 2000. This compares to the Atlanta region, where per household median income reached $74,720 in 2006 (American Community Survey, 2006).

Per Capita Income

The 2007 per capita income for the City of Johns Creek is estimated as **$65,994**. The per capita income of the Johns Creek area population grew nearly 4% between 1990 and 2000, when it reached $44,378.

This contrasts with the Atlanta metropolitan region as a whole, where per capita income declined sharply between 1990 and 2000. Still, Metro Atlanta per capita personal income exceeds the state's average. In 2004, this translated to $33,838 per capita income in Atlanta compared to the state average of $29,782 (Selig Center 2007).

Income Distribution

As shown in the table below, the majority of Johns Creek households earn $75,000 and above. The 2000 Census reported 70% of households in this income category; a trends analysis estimates that this proportion will increase to 83% in 2007. This concentration of high income households is not common throughout the metropolitan Atlanta region. According to the Focus Fulton Comprehensive Plan, Fulton County has much higher percentage shares of households in the income categories over $100,000 than Georgia and the US. North Fulton household income is significantly higher than other planning areas. In North Fulton, 66% of the households earned more than $75,000 a year in 1999.

Table 1.11

Households by Income: 2000 - 2012						
	Census 2000		2007		2012	
	Number	*Percent*	Number	*Percent*	Number	*Percent*
HH Income Base	20,064	*100.0%*	23,013	*100.0%*	25,265	*100.0%*
<$10,000	353	*1.8%*	308	*1.3%*	244	*1.0%*
$10,000 - $14,999	202	*1.0%*	135	*0.6%*	155	*0.6%*
$15,000 - $19,999	162	*0.8%*	162	*0.7%*	122	*0.5%*
$20,000 - $24,999	223	*1.1%*	154	*0.7%*	138	*0.5%*
$25,000 - $29,999	287	*1.4%*	152	*0.7%*	138	*0.5%*
$30,000 - $34,999	397	*2.0%*	180	*0.8%*	142	*0.6%*
$35,000 - $39,999	403	*2.0%*	215	*0.9%*	131	*0.5%*
$40,000 - $44,999	401	*2.0%*	308	*1.3%*	160	*0.6%*
$45,000 - $49,999	514	*2.6%*	308	*1.3%*	188	*0.7%*
$50,000 - $59,999	1,169	*5.8%*	700	*3.0%*	530	*2.1%*
$60,000 - $74,999	1,816	*9.1%*	1,304	*5.7%*	924	*3.7%*
$75,000 - $99,999	3,293	*16.4%*	2,506	*10.9%*	2,087	*8.3%*
$100,000 - $124,999	3,240	*16.1%*	2,400	*10.4%*	2,099	*8.3%*
$125,000 - $149,999	1,994	*9.9%*	2,591	*11.3%*	2,074	*8.2%*
$150,000 - $199,999	2,404	*12.0%*	4,753	*20.7%*	3,919	*15.5%*
$200,000 - $249,999	3,206	*16.0%*	2,090	*9.1%*	4,520	*17.9%*
$250,000 - $499,999	N/A		3,319	*14.4%*	4,769	*18.9%*
$500,000 +	N/A		1,428	*6.2%*	2,925	*11.6%*

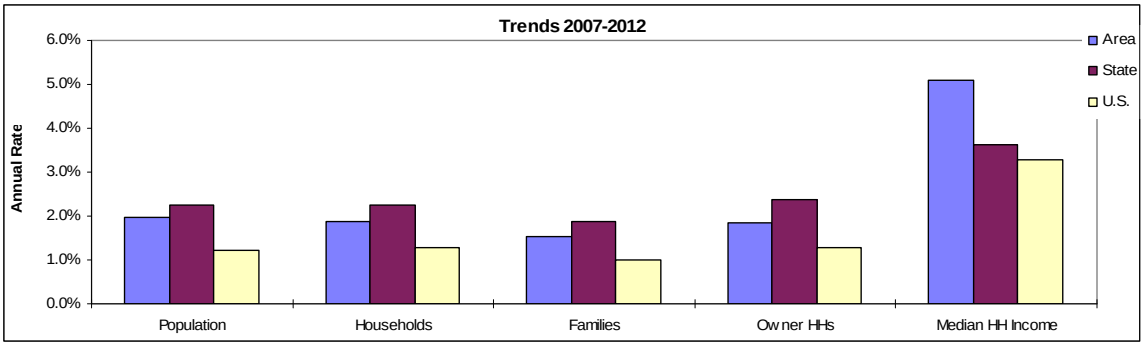
Source: ESRI

Regional Context

In general, the Metro-Atlanta region is a young, well paid region, although what the City of Johns Creek demonstrates is that the wealth is not evenly distributed geographically. The ARC reports that the metro region's per capita income increased by 5.1 percent between 2000 and 2005; however the ARC also notes that this growth lags behind other metro areas. When comparing Atlanta to the other most populous metro areas, Atlanta's per capita income growth from 2000 to 2005 is almost half of Dallas's growth rate, the next lowest. One explanation for stagnating income growth is the loss of high paying jobs in metro Atlanta between 2001 and 2005. On average, jobs that metro Atlanta has added since 2001 pay almost $1,800 less per month than the jobs that were lost.

The slower rates of increase may not feel so painful to the region's residents, because, according to national studies, the Metro Atlanta region is the third lowest cost of living among the 10 most populated metro areas; the region has the fifth-lowest cost of living among the 10 fastest growing metro areas with a population larger than one million.

The graph below highlights that Johns Creek's (identified as "Area" in graph) annual rates of growth across several indicators are slightly slower than the State averages, *except* in the area of Household Income.



Source: ESRI

Poverty

According to 2000 Census data, an extraordinarily low percentage – just 2% – of all Johns Creek residents live below the poverty level[1]. It's important to note that many people in poverty actually do earn income (a family of four earning $20,000 classifies as poverty level). To put in context, in 2005 when the minimum wage was $5.15 per hour, two adults working 40 hours a week for every week of the year at minimum-wage jobs had a total annual income of only $21,424; this was less than half of the national median family income. In 2007, 154 people in Johns Creek fell in the $20 – 25,000 income bracket.

The City's poverty rate remains lower than the rate of the Atlanta region (9%) and much lower than the rate of the state of Georgia (13%), for the same time period. Many cities recorded increases in the percentage of residents living in poverty between 1989 and 1999.

The table below shows how income is distributed across Johns Creek area residents. It shows that of the 2% in poverty, most are adults, not children.

[1] The Census uses a multi-factor matrix to establish poverty threshold for individuals based on family size and type; the Census Bureau refines it each year based on inflation and a variety of other variables. For a reference example, in December 2006, the poverty threshold a four-member family with two children was $20,393.

Table 1.12

Income and Poverty Level	
Population for whom poverty status is determined: Total	100%
Income in 1999 **below** poverty level	2%
Under 5 years	7%
5 years	3%
6 to 11 years	11%
12 to 17 years	11%
18 to 64 years	62%
65 to 74 years	2%
75 years and over	4%
Income in 1999 at or **above** poverty level	98%
Under 5 years	9%
5 years	2%
6 to 11 years	12%
12 to 17 years	10%
18 to 64 years	62%
65 to 74 years	2%
75 years and over	1%

Source: U.S. Census Bureau, Block Group by Pond & Company

2. ECONOMIC DEVELOPMENT

Economic Base

The percentage of employment by industry is calculated by the number of Johns Creek residents employed in an industry versus the total civilian employed population. Johns Creek's residents are employed in a wide range of industries, so the City is not dependent on one particular industry.

Table 2.1

Business and Employment by NAICS: 2007				
	BUSINESSES		EMPLOYEES	
	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing and Hunting	2	0.1%	2	0.0%
Mining	0	0.0%	0	0.0%
Utilities	1	0.1%	3	0.0%
Construction	114	6.0%	349	1.7%
Manufacturing	43	2.3%	1,641	7.8%
Wholesale Trade	72	3.8%	263	1.3%
Retail Trade	262	13.8%	2,452	11.7%
Motor Vehicle and Parts Dealers	8	0.4%	29	0.1%
Furniture and Home Furnishings Stores	24	1.3%	92	0.4%
Electronics and Appliance Stores	44	2.3%	138	0.7%
Building Material and Garden Equipment and Supplies Dealers	13	0.7%	274	1.3%
Food and Beverage Stores	24	1.3%	1,173	5.6%
Health and Personal Care Stores	20	1.1%	123	0.6%
Gasoline Stations	6	0.3%	42	0.2%
Clothing and Clothing Accessories Stores	44	2.3%	96	0.5%
Sporting Goods, Hobby, Book, and Music Stores	21	1.1%	61	0.3%
General Merchandise Stores	12	0.6%	271	1.3%
Miscellaneous Store Retailers	41	2.2%	142	0.7%
Nonstore Retailers	6	0.3%	12	0.1%
Transportation and Warehousing	12	0.6%	55	0.3%
Information	64	3.4%	287	1.4%
Finance and Insurance	139	7.3%	2,914	13.9%
Central Bank; Credit Intermediation and Related Activities	65	3.4%	287	1.4%
Securities, Commodity Contracts, and Other Financial Investments and Related Activities	35	1.8%	76	0.4%
Insurance Carriers and Related Activities; Funds, Trusts, and Other Financial Vehicles	39	2.1%	2,551	12.2%
Real Estate and Rental and Leasing	88	4.6%	470	2.2%
Professional, Scientific, and Technical Services	278	14.6%	2,128	10.1%
Legal Services	23	1.2%	58	0.3%
Management of Companies and Enterprises	5	0.3%	46	0.2%
Administrative and Support and Waste Management and Remediation Services	96	5.0%	258	1.2%
Educational Services	69	3.6%	2,077	9.9%
Health Care and Social Assistance	129	6.8%	910	4.3%
Arts, Entertainment, and Recreation	51	2.7%	1,116	5.3%
Accommodation and Food Services	126	6.6%	2,216	10.6%
Accommodation	5	0.3%	113	0.5%
Food Services and Drinking Places	120	6.3%	2,104	10.0%
Other Services (except Public Administration)	185	9.7%	3,721	17.7%
Automotive Repair and Maintenance	13	0.7%	54	0.3%
Public Administration	5	0.3%	36	0.2%
Unclassified Establishments	161	8.5%	30	0.1%
Totals	1,901	99.9%	20,972	100.0%

Source: ESRI-BAO, 2007

The preceding table shows that the largest concentrations of employment fall within financial, insurance and professional industries (13.9%, 12.2% and 10.1%, respectively). Other, non-food and non-public administration services is the single largest category employing 17.7% of all employees in the City. Retail industries provide 11.7% of all employment.

Major Employers

In 2007, there are approximately 1,900 businesses in the City of Johns Creek (ESRI). The following list identifies major employers in the City that employ between 200 and 2,000 employees.

- Ciba Vision
- Fulton County Board of Education
- Atlanta Casualty Group, Inc and Company
- Kroger Co.
- Emory Johns Creek/HCA
- Federated Systems Group
- Thomson U.S., Inc.
- World Financial Group, Inc.
- QS America, LLC
- Publix
- Nordson Corporation
- F.A.T.S.
- Glenayre Technologies, Inc
- Novartis Ophthalmics, Inc
- Perimeter Church, Inc
- Wal-Mart Stores
- Home Depot U.S.A., Inc

Labor Force

Employment Status

According to 2000 census data, around 70% of the population over the age of 16 years old participates in the labor force.

Table 2.2

Employment Status (16 +): 2000	
Total 16 and older population	41,946
In Labor Force	71.4%
Civilian Employed	*69.5%*
Civilian Unemployed	*1.8%*
In Armed Forces	*0.1%*
Not in Labor Force	28.6%

Source: ESRI, Census

Unemployment

Fulton County's unemployment rate of 3.7% in 2000 was equivalent to the state average of 3.7%, and lower than the national rate of 4.0%.

Table 2.3 Unemployment Rates by Geographic Area

Government	1994	1995	1996	1997	1998	1999	2000	2003	2004	2005*
US	6.1%	5.6%	5.4%	4.9%	4.5%	4.2%	4.0%	6.3%	5.6%	5.2%
Georgia	5.2%	4.9%	4.6%	4.5%	4.2%	4.0%	3.7%	5.4%	4.6%	5.0%
Fulton	**5.8%**	**5.4%**	**5.0%**	**4.6%**	**4.1%**	**3.9%**	**3.7%**	**6.7%**	**5.5%**	**5.6%**
Dekalb	5.4%	4.9%	4.4%	4.5%	4.1%	3.9%	3.6%	6.5%	5.5%	5.5%
Cobb	4.2%	3.6%	3.0%	3.0%	2.7%	2.6%	2.5%	4.7%	4.1%	4.3%
Clayton	5.6%	5.1%	4.5%	4.1%	3.8%	3.5%	3.6%	6.9%	5.8%	5.8%
Gwinnett	3.7%	3.2%	2.8%	2.6%	2.5%	2.4%	2.3%	4.6%	3.6%	4.2%
Rockdale	3.8%	3.4%	3.1%	3.2%	2.9%	2.5%	2.6%	5.0%	4.4%	5.3%
Henry	3.7%	3.4%	2.8%	2.6%	2.3%	2.0%	2.1%	4.9%	4.3%	4.5%
Douglas	4.0%	3.6%	3.2%	3.1%	3.0%	2.9%	2.7%	5.3%	4.7%	5.0%
Cherokee	3.4%	3.5%	2.6%	2.4%	2.2%	2.0%	2.0%	4.6%	3.7%	3.8%
Fayette	2.9%	2.6%	2.3%	2.3%	2.3%	1.8%	1.9%	3.5%	2.9%	3.9%

Source: Georgia Department of Labor *As of March 2005

Employment by Occupation

Nearly 90% of all employed Johns Creek residents are white collar professionals. Of these, nearly half are in management positions.

Table 2.4

2007 Employed Population 16+ by Occupation	
Total	*33,640*
White Collar	88.2%
Management/Business/Financial	36.3%
Professional	27.4%
Sales	16.7%
Administrative Support	7.8%
Services	7.2%
Blue Collar	4.5%
Farming/Forestry/Fishing	0.0%
Construction/Extraction	1.3%
Installation/Maintenance/Repair	0.9%
Production	1.0%
Transportation/Material Moving	1.3%

Source: ESRI, Census

Commuting Patterns

As a suburban area, Johns Creek's transportation system is heavily reliant on the personal car. More than 80% of Johns Creek residents drove alone to work in 2000, with most of the remainder carpooling. Despite worsening traffic conditions in the Atlanta region, the personal car continues to dominate as the preferred method of commute.

Table 2.5

2000 Workers 16+ by Means of Transportation to Work	
Total	28,854
Drove Alone - Car, Truck, or Van	83.5%
Carpooled - Car, Truck, or Van	7.3%
Public Transportation	0.8%
Walked	0.4%
Other Means	0.8%
Worked at Home	7.1%

Source: ESRI, Census

Of all Johns Creek commuters, 12% travel an hour or more to their place of work. The average travel time was about 35 minutes. In 2005, the mean travel time to work in metropolitan Fulton County was 25 minutes, which is slightly less than the State of Georgia average of 27 minutes and equivalent to the U.S. average of 25 minutes.

Table 2.6

2000 Workers 16+ by Travel Time to Work	
Total	28,851
Did not Work at Home	92.9%
Less than 5 minutes	1.2%
5 to 9 minutes	4.0%
10 to 19 minutes	19.3%
20 to 24 minutes	12.0%
25 to 34 minutes	21.3%
35 to 44 minutes	10.5%
45 to 59 minutes	13.1%
60 to 89 minutes	8.7%
90 or more minutes	2.8%
Worked at Home	7.1%
Average Travel Time to Work (in min)	33.5

Source: ESRI

Economic Trends

Sector Trends

Employment sectors in Johns Creek generally follow trends of the Atlanta region as a whole. In terms of percentage of jobs, almost 50% of residents are employed in services, followed by Retail and FIRE. ARC employment forecasts show continued, robust growth in employment through the 2030 planning period.

Table 2.7

2007 Employed Population 16+ by Industry	
Total	33,642
Agriculture/Mining	0.1%
Construction	4.0%
Manufacturing	8.8%
Wholesale Trade	4.7%
Retail Trade	11.9%
Transportation/Utilities	3.7%
Information	6.8%
Finance/Insurance/Real Estate	11.7%
Services	46.7%
Public Administration	1.5%

Source: Business data provided by InfoUSA, Omaha NE Copyright 2007, all rights reserved. ESRI forecasts for 2007.

Regional and State Context

In Georgia, trade and government account for the greatest percentage of non-farm jobs (approximately 16% each). Professional and business services and manufacturing follow with 13.4 percent and 11.2 percent, respectively. Following national trends, the number of jobs in manufacturing fell between 2003 and 2005; the information industry also lost ground during this time period dropping nearly 6%. Professional and business services, education and health services, construction, and leisure and hospitality gained between 9 percent (professional and business services) and 6.7 percent (leisure and hospitality). The trade and government sectors also added jobs. (Selig Center 2007).

Fulton County and the Atlanta Region are expected to continue to grow, although the types of industry jobs are changing. The shift in the information industry hit the Metro-Atlanta region hard. According to ARC Between 2002 and 2005, the region lost approximately 14,000 jobs in the Information sector. When the region began to rebound after 2003, jobs gained were primarily in the lower-wage sectors.

Economic Development Resources

Agencies

1. Johns Creek Chamber of Commerce http://johnscreekchamberofcommerce.com/
   The mission of the Johns Creek Chamber of Commerce is to advance the economic, civic, educational, and cultural growth of Johns Creek, to enhance the quality of life in the community; address social issues; and to foster continuous improvements of Johns Creek as a place in which to live, work, and enjoy a healthy quality of life. To accomplish its mission, the Johns Creek Chamber of Commerce will:

   - Promote the quality of life through economic, cultural, and civic participation,
   - Bring quality business and leadership to the forefront,
   - Provide a voice to business and the community on issues affecting economic and sustainable development, and

- Support business leaders with resources, dialogue and a forum to grow their business through community leadership.

2. Local Business Associations
   Business owners form organizations to act in their common interests to maintain and enhance the economic health of an area. Organizations in Johns Creek include the Johns Creek Business Association. The Johns Creek Business Association is a non-profit organization of businesses doing business in and around Johns Creek, Georgia. More information about the association, including member businesses, may be found on the website at http://www.johnscreekba.com/.

3. Greater North Fulton Chamber of Commerce
   The mission of the Greater North Fulton Chamber of Commerce is to promote and maintain a positive environment in which both the new and existing businesses can thrive. The GNFCC is a proactive non-profit business advocacy and community development organization. GNFCC fosters strong business-to-government relations, aggressively supports infrastructure improvements, and provides opportunities for businesses to strengthen their position in the community. In a leadership role, the GNFCC is able to provide one voice for all local businesses to influence decision-makers, recommend legislation, and protect the resources that make North Fulton a popular place to live. More information is available at http://www.gnfcc.com/.

4. Fulton County Economic Development Department
   Markets and promotes Fulton County through comprehensive programs designed to promote the location of new and expanding business. Marketing, Financial Services and Business Services are the three divisions of the Economic Development Department. The services provided are designed to encourage residential, commercial and industrial growth in Fulton County, thereby creating jobs and expanding the tax base.

5. The Metro Atlanta Chamber of Commerce
   Provides numerous economic development services in the Atlanta Region. Over the past several years, the Metro Chamber has formed public/private initiatives that address regional issues such as transportation, water resources and growth. Their work has led to the formation of the Georgia Regional Transportation Alliance and the North Georgia Water Quality Resource. More recently, the Metro Growth Quality Task Force studied population growth, housing, land use and transportation.

Education and Training Resources

There is a range of training opportunities available in Fulton County. The following agencies educate and train Fulton County's workforce:

1. Private Assistance: There are many social service agencies which provide job training and job finding assistance to people as well as help in taking their GED.

2. Atlanta Regional Workforce Board: The Atlanta Regional Commission coordinates the local regional workforce board which provides job training and job seeking resources to Atlanta Region residents, including Fulton County residents.

3. Vocational and Technical Schools: Numerous vocation and technical schools in the Metro Atlanta area, such as Atlanta Area Tech, teach students skills in the areas of computers; nursing and medical assistance; legal; business and office administration; massage; skin, nail and hair care; court reporting; broadcasting; aviation maintenance; truck driving; carpentry; writing; photography; art; graphic design; fashion design; modeling; merchandising; construction; real estate; psychology; foreign languages; accounting; culinary arts; appliance repair; bartending; and circus arts.

4. Fulton County Human Services Department: The Fulton County Workforce Preparation Employment Service offers a variety of services through four "one-stop" career centers and 22 electronic access network sites strategically located throughout Fulton County. Employment and training services, as well as associated supportive services are provided to area youth, adults and dislocated workers. Through these facilities, and in collaboration with numerous state and local agencies and organizations, employers and job seekers alike have access to free individualized services that link current labor market and financial information, employment readiness, skill upgrade and support services to a single unified system.

5. Electronic Access Network: The Georgia Department of Labor has developed an automated system that supports the delivery of Workforce Investment Act (WIA) services and meets WIA reporting and performance accountability requirements. These automated systems are part of Georgia's One Stop Career Network and are known in Fulton County as the Electronic Access Network Sites. Services provided include Outreach and Recruitment Assistance, Labor Market Information, Unemployment Insurance Information, Hiring Incentive Information, Tax Credit Information, Job Ready Candidates for Vacancies, Job Training Resources, Space for Interviewing Candidates, Rapid Response Information, Training Information

6. Youth Services: The Youth Services Program (provided by the Human Services Department) is designed to provide assistance to youth in obtaining vocational training and unsubsidized employment. The program targets in-school, out of school and at-risk youth. These services are provided through collaborations with existing providers. Where gaps in service exist, services are purchased through community providers.

In addition to County programs, there are also some state programs that provide job training services for qualified businesses. Georgia's QuickStart program offers businesses job training opportunities for their employees free of charge. The program is one of the state's key assets for supporting new and expanding industries. Quick Start delivers training in classrooms, mobile labs or directly on the plant floor, wherever it works best for a company. To ensure that all economic development personnel are prepared with the latest skills and strategies for workforce training, Quick Start also administers an ongoing program for professional development, the Certified Economic Developer Trainer program. Regional Headquarters serving the Atlanta region are located in midtown Atlanta.

3. HOUSING

Housing Types & Mix

Johns Creek housing is characterized predominately by single family, detached homes (85%). Only 600 housing units in 2000 were an attached housing type. The dominance of single family homes in the City is a trend common throughout North Fulton County, which was relatively undeveloped prior to rapid suburbanization in the late 1980s and throughout the 1990s.

Table 3.1

Census 2000 Housing Units by Units in Structure and Occupancy				
	Housing Units		Occupied Units	
	Number	Percent	Number	Percent
Total	20,694	100.0%	20,061	100.0%
1, Detached	17,683	85.4%	17,401	86.7%
1, Attached	590	2.9%	577	2.9%
2	9	0.0%	9	0.0%
3 to 4	131	0.6%	131	0.7%
5 to 9	725	3.5%	668	3.3%
10 to 19	923	4.5%	806	4.0%
20 to 49	323	1.6%	240	1.2%
50 or More	261	1.3%	200	1.0%
Mobile Home	49	0.2%	29	0.1%
Other	0	0.0%	0	0.0%

Source: ESRI (Census 2000)

Recent Development

Since Johns Creek's incorporation, there has been a significant amount of development activity within the City. There have been a variety of developments approved, from new single family homes and condos to commercial developments. According to permitting records furnished by the City, there were approximately 600 new housing permits issued from November 2006 through November 2007; 500 of these permits were for detached single family homes, with approximately 100 for single family attached homes or condominiums.

Condition and Occupancy

In Johns Creek, most housing units are owned by their occupants as shown by the table below. In 2000, approximately 12% of all occupied units were rented and this trend is expected to continue through the next five years. Residential vacancy rates hovered around 3% and continue to do so. Of these vacancies in 2000, about one-third were rental units.

Table 3.2

Housing Units by Occupancy Status and Tenure						
	Census 2000		2007		2012	
	Number	Percent	Number	Percent	Number	Percent
Total Housing Units	20,746	100.0%	23,960	100.0%	26,536	100.0%
Occupied	20,115	97.0%	23,013	96.0%	25,265	95.2%
Owner	17,599	84.8%	20,202	84.3%	22,135	83.4%
Renter	2,516	12.1%	2,811	11.7%	3,130	11.8%
Vacant	631	3.0%	947	4.0%	1,271	4.8%

Source: ESRI (Census 2000)

The majority of vacant housing units in Johns Creek in 2000 were for sale or rent, while only about 13% were unoccupied despite being sold or rented. It is interesting to note that 10% of the vacant units are used for seasonal or occasional use.

Table 3.3

Census 2000 Vacant Housing Units by Status		
	Number	Percent
Total	631	100.0%
For Rent	215	34.1%
For Sale Only	204	32.3%
Rented/Sold, Unoccupied	83	13.2%
Seasonal/Recreational/Occasional Use	63	10.0%
For Migrant Workers	0	0.0%
Other Vacant	66	10.5%

Source: ESRI (Census 2000)

The bulk of housing in North Fulton, including Johns Creek, was built since 1990. Nearly 70% of all housing stock was built from 1990-2000, with another 24% built from 1980-1990. The housing in North Fulton and Johns Creek is very new compared to Fulton County and the region.

Table 3.4

Age of Housing Units North Fulton Planning Area Compared to Fulton County: 2000										
	Total	Built 1999-2000	Built 1995-1998	Built 1990-1994	Built 1980-1989	Built 1970-1979	Built 1960-1969	Built 1950-1959	Built 1940-1949	Built 1939 or earlier
North Fulton	33,034	2,360	11,106	9,176	7,810	1,416	423	396	146	200
Percent	*100%*	*7.1%*	*33.6%*	*27.8%*	*23.6%*	*4.3%*	*1.3%*	*1.2%*	*0.0%*	*0.6%*
Fulton County	98,409	3,655	17,000	16,269	26,000	17,265	11,548	4,386	1,217	1,067
Percent	*100%*	*3.7%*	*17.3%*	*16.5%*	*26.4%*	*17.5%*	*11.7%*	*4.5%*	*1.2%*	*1.1%*

Source: Focus Fulton 2025 (Census 2000, Table HO34)

Jobs Housing Balance

With 20,348 jobs and 20,746 housing units in 2000, Johns Creek jobs-housing balance ratio was nearly a 1 to 1 ratio. In 2007, the jobs to housing units (20,972 to 23,960 respectively) ratio dipped to .88:1. Generally, a ratio above 1.5 (allowing for an average of 1.5 wage earners per household) means that a community has more jobs than its own labor force can accommodate and more than likely imports its workers. Thus, the City's ratio would imply that, while the City has a strong employment number, it is making an incremental shift toward more of a bedroom community.

Cost of Housing

Johns Creek's median housing value in 2000 was $250,675 and is estimated at $353,936 in 2007. This is an increase of 41%, a notable increase that is not common in many housing markets.

Table 3.5

Housing Value: 2000	
Median Value	$250,675
Average Value	$306,656

Source: ESRI (Census 2000)

Actual housing values in 2007 provide evidence of high housing costs in the City of Johns Creek. Half of all houses in Johns Creek are valued between $250,000 and $499,999. Another 27% percent of all homes are valued greater than $500,000, equating to 77% of homes valued greater than $250,000.

Table 3.6

2007 Housing Values		
	Number	%
<150,000	796	4%
150,000 - 249,999	3,897	19%
250,000 - 499,999	10,079	50%
500,000 - 999,999	4,288	21%
$1,000,000 +	1,142	6%
Total	20202	100%

Source: ESRI forecast

Another way to measure housing is to examine median rents. According to census block data for Johns Creek, residents in rented housing units in 2000 paid a median gross rent of $1,185.

By comparison, in North Fulton County the average sales price for a single family home increased from $489,194 in 2003 to $698,545 in 2006, an increase of 42.8%.

Housing costs that are too prohibitive can be a deterrent to employers searching to locate their companies in cities where the cost of living is comparable to their current employee salaries. (Focus Fulton 2025).

Cost-Burdened Households

HUD defines a household in need of housing assistance as any household with one or more of the following housing problems: *cost-burdened*-spending in excess of 30 percent of household income on housing, *severely cost-burdened*-spending in excess of 50 percent of household income on housing; *overcrowding* (e.g., living with more than one person per room), or occupying a unit with *physical defects* (e.g., lacking complete kitchen or bathroom facilities).

The scope of these housing problems also varies proportionately with the level of household income. Usually, as the household income decreases, the degree of housing problems increases. Extremely-low-

income households are more than twice as likely to have housing problems compared to low-income households.

Data is not available at the City level, however the table below reports the number of Fulton County households and percent of households experiencing different types of housing problems and separates out cost burdened from "any housing problem" (which could include overcrowding and/or physical defects). The table organizes households into categories of those who earn 50% and 30% of the Median Family Income (MFI) and reports different types of burden for each category. To extrapolate what this means for Johns Creek, the reader should recall that the median income for Atlanta MSA was $39,453 in 1999 and 10.1% of all Johns Creek households earned less than $39,000; these households likely experience difficulty covering their housing costs.

The table below also shows totals for Fulton County, and this is highlighted to emphasize that 24% of all home-owners in Fulton County experience a cost burden because they dedicate 30% or more of their income to housing costs (mortgage, tax, insurance and utilities). It is also noteworthy that a greater percentage of renters (36%) than home owners dedicate a disproportionate amount of their income to housing costs.

Table 3.7

Housing Problems by Type and Income (% of Median Family Income-MFI): Fulton County 2000			
Household by Type, Income, & Housing Problem	**Total Renters**	**Total Owners**	**Total Households**
1. Household Income <=50% MFI	64,173	22,548	86,721
2. Household Income <=30% MFI	40,623	11,742	52,365
3. % with any housing problems	69.8	72.6	70.4
4. % Cost Burden >30%	64.2	71.2	65.8
5. % Cost Burden >50%	49.2	55.8	50.7
6. **Household Income >30% to <=50% MFI**	23,550	10,806	34,356
7. % with any housing problems	73.7	62.4	70.2
8. % Cost Burden >30%	65.1	60.4	63.6
9. % Cost Burden >50%	21.5	34.6	25.6
10. **Household Income >50 to <=80% MFI**	30,631	20,448	51,079
11. % with any housing problems	46.3	48.5	47.2
12.% Cost Burden >30%	36.4	45	39.8
13. % Cost Burden >50%	5.2	15.8	9.5
14. Household Income >80% MFI	59,212	124,077	183,289
15. % with any housing problems	13.3	14.6	14.2
16.% Cost Burden >30%	5.6	13.4	10.9
17. % Cost Burden >50%	0.6	2.4	1.8
18. Total Households	154,016	167,073	321,089
19. % with any housing problems	44	25.9	34.6
20. % Cost Burden >30	36.3	24.4	30.1
21. % Cost Burden >50	17.5	9.9	13.5

Source: U.S. Department of Housing and Urban Development/ Pond & Company

Costs Compared to Wages

The National Low Income Housing Coalition (NLIHC) provides another way of understanding the affordability gap – the wage a single-earner household would need to earn to pay for the average unit (assumed at HUD's Fair Market Rent). NLIHC reports that a worker would need to earn $15.73 per hour to afford a two-bedroom unit while working 40 hours per week. A worker making minimum wage ($5.15) would need to work 122 hours per week to afford the two-bedroom FMR. Many low-income residents work more than one job and much more than 40 hours per week, but frequently the gap between market and affordable rents requires such households to spend more than 30 percent of their incomes on rent.

The Georgia Department of Labor lists various occupations paying wages that do not support the two-bedroom Fair Market Rent. A comparison of various 2005 occupational wage rates is shown below.

The table below presents the housing opportunities index (HOI), as provided by the National Association of Homebuilders and Wells Fargo, for comparable metropolitan areas within the Southeast. The housing opportunities index for a given area is defined as the share of homes sold in that area that would have been affordable to a family earning the median income.

The data below compare statistics from the fourth quarter of 2000 and the fourth quarter of 2005. It suggests that Atlanta MSA households earning median income of $69,300 could afford 75.5 percent of the homes sold in MSA in 2005, up from 69.2 percent in 2000. The increase in home affordability (for those earning the median family income) within the Atlanta MSA compared to other metropolitan areas in the region was due largely to the decline in mortgage interest rates, the slower increase in home appreciation (compared to other regions) and higher family income over the past five years. It should be emphasized that this chart only illustrates housing affordability for those earning the median family income. Housing for low-income earners making less than 80 percent of AMI ($56,950) are still limited by cost.

Table 3.8

Housing Opportunities Index (HOI) for Atlanta MSA and Nearby Metropolitan Areas

	2005 (4th Quarter)				2000 (4th Quarter)	
Metropolitan Areas	HOI	Median Family Income	Median Sales Price	Regional Affordability Rank	HOI	Regional Affordability Rank
Atlanta, GA	75.5	$69,300	$175,000	6	69.2	38
Jacksonville, FL	56.8	$57,700	$182,000	19	74.6	16
Raleigh, NC	65.1	$69,800	$192,000	12	62.6	51
Charlotte, NC	69.5	$62,500	$165,000	9	65.7	47
Greenville, SC	77.3	$55,900	$140,000	5	73.8	22

Source: National Association of Home Builders/Wells Fargo; Bay Area Economics, 2006

Barriers to Affordability

Johns Creek faces several barriers to affordable housing that hinder and/or stall the provision of housing for those earning lower incomes (80 percent of AMI or below). A number of these obstacles are common in Metropolitan Atlanta regardless of geographic location; however, there are some potential ways to mitigate or eradicate these impediments.

Increasing Land Prices and Costs of Development

An analysis of Johns Creek and Fulton County data suggests that decent housing is becoming less affordable for many residents as a result of the rapidly increasing costs of housing in the City during recent years. Escalating land prices, the increasing cost of development codes and fees, the profitability of higher priced homes, and the strong demand for larger and more expensive homes have all combined to push the cost of housing out of the affordable range for a substantial segment of the population.

Local Building Requirements

Current codes and zoning classifications offer developers in Johns Creek limited flexibility to produce adequate housing that is affordable to many moderate- and low-income families. Code items which are seen as having the most impact on housing costs include: minimum square footage; minimum lot size requirements; and certain infrastructure requirements.

Other communities around the state and nation have demonstrated that it is possible to modify development standards to permit development of more affordable housing while maintaining building and neighborhood quality. The City could evaluate the merits of zoning classifications that allow developers and builders to construct more affordable housing. Allowing smaller units at a greater density, with reduced setbacks are a few techniques for reducing the cost of development.

Burdensome Federal and State Regulations

Federal and state programs and regulations often place requirements on local jurisdictions which drive up the cost of development. They frequently do not allow the flexibility needed for local communities to devise cost efficient solutions to their particular affordable housing problems.

Lack of Public/Private Partnerships with Financial Institutions

More lender involvement in affordable housing efforts is needed.

Need for More Affordable Housing Community Awareness and Homebuyer Education

Many residents of Fulton County and Johns Creek have misperceptions of affordable housing and are not aware of the critical needs in the area for the critical workforce such as teachers, law enforcement and other vital service providers. Homebuyer Education programs are growing, but need to be strengthened and expanded.

Predatory Lending

In recent years, the incidence of subprime lending has increased dramatically across the nation. Consequently, 28 states have taken action again predatory mortgage lending in subprime markets by passing comprehensive reforms or by relying on regulations aimed at specific predatory practices. The State of Georgia has been committed to regulating the most prevalent terms of subprime loans, including points and fees, prepayment penalties, flipping projections, high-cost loan protections and loan coverages. It has seen a considerable drop in subprime loan volume from 1999 to 2004.

These predatory lending practices present hindrances to the homeownership market as overextended residents pay extraordinarily high interest rates and/or ultimately lose their homes through foreclosure. The difficulty lies in preventing predatory lending without cutting off access to mortgage loans for low-income households or those with less than perfect credit histories.

Other Obstacles

The County faces obstacles ranging from general NIMBY ["Not In My Back Yard"] attitudes to technical issues such as limited numbers of existing nonprofit housing developers or private developers willing to construct affordable housing for low-income homebuyers. Financial resources are extremely limited to help nonprofits developers enhance their internal capacity building and housing initiatives.

Special Needs Housing

At this time, special needs housing data is only available at the county level. Fulton County has several special needs populations with particular housing needs, including elderly, frail elderly, persons with severe mental and physical disabilities, substance abuse, and those with HIV/AIDS. Households may have one or more persons with these special housing needs. Comparable data are not available at the city level; however, it is assumed that the City represents a very small portion of the County's special needs population at this time. Since data is not available at the city level, there is no accurate way to assess whether the needs of these populations within the city are being met through City and County services. Fulton County has the largest population and probably one the most diverse in Georgia. Many County residents have special housing needs. This section provides a brief overview of special needs housing as presented in Focus Fulton 2025. The interim Comprehensive Plan did not address special housing needs, and it is recommended that City work to inventory the local special needs population.

Elderly and Frail Elderly

This population includes those persons 65 years of age or older, with incomes up to 80 percent of AMI, spending more than half of their incomes on housing. Typically, an elderly person should have reasonably good health and mobility, be fairly active, have some discretionary income from pensions/retirement funds, and not need assistance to manage their affairs.

Frail elderly is defined as those individuals with two or more "personal care limitations". These are physical or mental disabilities that substantially limit one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying. Frail elderly often require some type of supportive living arrangement such as an assisted living community, skilled nursing facility, or an independent living situation with in-home health care. Individuals under the age of 75 may be frail elderly if their health/mobility is seriously limited.

With fixed and/or reduced incomes, the affordability of elderly-occupied housing is an important issue. HUD (2000) estimates nationwide, that 30% of elderly households pay more than 30% of their income for housing and 14% pay more than 50% toward housing. HUD reports that millions of elderly households live in housing that is in substandard condition, or fails to accommodate their physical capabilities or assistance needs. Lower-income elderly households, in particular, are more likely to live in physically substandard housing. Elderly households age 85 and over are particularly vulnerable to the above mentioned housing problems.

Housing needs for the elderly are multifaceted. A comprehensive approach is necessary to adequately address the housing needs of the elderly. There are a variety of facilities and services available for the elderly and the frail elderly in Fulton County Several of these are located in very close proximity to Johns Creek. There are facilities including Senior Centers, Retirement Communities, and Adult Day Care located as close as Alpharetta.

Persons with Disabilities

The U.S. Census defines persons with mental disabilities as those with a condition that substantially limits one or more basic mental activities such as learning, remembering, and concentrating. This definition is quite broad, encompassing all types of individuals with varying degrees of mental ability.

The Census defines persons with physical disabilities as those with a condition that substantially limits one or more basic physical activities such as walking, climbing stairs, reaching, lifting, or carrying. This definition encompasses a wide spectrum of people, including those in wheelchairs or in need of a mobility device for support, those with sensory or respiratory discrepancies that impair short-term or long-term mobility, and those who require assistance with dressing or eating.

The Fulton Regional Mental Health, Mental Retardation, and Substance Abuse Board (Fulton MHMRSA Regional Board) provides a comprehensive assessment of the demographic description and estimate of need of persons with mental and developmental disabilities and substance abuse problems. According to their FY 2001 Annual Plan, there are an estimated 52,864 adults and children with severe emotional disturbance (SED), serious mental illness (SMI), or mental retardation and other developmental disabilities (MR/DD). Of the estimated population, a little over one-fourth (13,619) depend on public sector resources.

While figures regarding the housing costs of persons with disabilities in Fulton County are not available, it can be assumed that the majority of this population spends over 50% of their income on housing. The National Low Income Coalition (1999) reports that people with disabilities receiving SSI are among the lowest income households in the country and that there is not a single housing market area in the United States where a person with a disability receiving SSI benefits can afford to rent a modest efficiency apartment.

There are seven mental health, mental retardation & substance abuse service providers that are physically located within Fulton County, outside the Atlanta city limits. At least two of these are located very proximate to Johns Creek in Roswell, and other locations in north Atlanta/Sandy Springs.

Mental Illness

There are an estimated 30,732 persons in Fulton County (including Atlanta) who are severely mentally ill. Approximately 31% are in need of public sector mental health services. Approximately 5,300 individuals are receiving some public services.

Persons with Alcohol or Substance Abuse Problems

Individuals with chemical dependencies are often unable to maintain permanent housing. Without supportive services to help them beat their addictions, many are at risk of becoming homeless.

Domestic Violence

In Fulton and DeKalb Counties and the City of Atlanta, an estimated 500 individuals and 995 families with children are in need of emergency shelter from domestic violence. There are two certified shelters for women and children fleeing domestic violence in South Fulton and none in North Fulton.

Persons with HIV/AIDS

Using current national statistics, 1 in every 250 persons is HIV-positive. When applying the national statistics to Johns Creek, the estimated number of HIV-positive persons in the City would be approximately 280. Since this is a relatively small number of persons, it is assumed that Fulton County's programs address these needs at the current time and will continue to do so throughout the next 10 to 20 years.

The Focus Fulton plan provides in depth information on all services available to the special needs housing population.

4. NATURAL AND CULTURAL RESOURCES

Environmental Planning Criteria

PART V Requirements have been adopted and are enforced in the City of Johns Creek.

Protected Mountains

In the Georgia Department of Natural Resources Rules for Environmental Planning Criteria, protected mountains are defined as all land area 2,200 feet or more above mean sea level, that has a percentage slope of 25 percent or greater for at least 500 feet horizontally, and includes the crests, summits, and ridge tops which lie at elevations higher than any such area. The City of Johns Creek does not contain any land forms that are classified as protected mountains.

Protected Rivers

This section includes protected rivers and river corridors as defined in the Rules for Environmental Planning Criteria. In DNR's Rules for Environmental Planning Criteria, Protected River means any perennial river or watercourse with an average annual flow of at least 400 cubic feet per second as determined by appropriate U.S. Geological Survey documents. River corridors are of vital importance in order to preserve those qualities that make a river suitable as a habitat for wildlife, a site for recreation and a source for clean drinking water. River corridors also allow the free movement of wildlife from area to area, help control erosion and river sedimentation, and help absorb flood waters.

There is one protected river in the city, the Chattahoochee River, which is the southeast boundary of the City of Johns Creek (coincident with that of Fulton County with Gwinnett County). The Chattahoochee River and its tributaries fall under the protection of the Metropolitan River Protection Act. The Metropolitan River Protection Act provides for the development of comprehensive plans and regulations for the protection of any major stream which constitutes the primary source of public water supply in each Standard Metropolitan Statistical Area of the State having a population of more than 1,000,000. No land-disturbing activities may occur in the 35 foot riparian buffer along the main stem of the Chattahoochee River and along all tributaries within 2,000 feet of the river. In addition, the Chattahoochee River is protected by the Tributary Protection Act and the Georgia Mountain and River Protection Act. These include provisions for protecting the river's water quality by limiting the amount of impervious surface and clearing along the river and its tributaries. These protection measures apply to the section of the river from Buford Dam to Peachtree Creek.

The Interim Comprehensive Plan recommends that the City of Johns Creek should address this challenge by providing a *comprehensive river protection plan* which should include educational outreach. Outreach endeavors should be focused on educating the citizens of Johns Creek on proper environmental stewardship in protecting and preserving the Chattahoochee River. Moreover, citizens should be educated on preventing nonpoint source pollution from adversely affecting these resources through lifestyle changes and water conservation principles.

Groundwater Recharge Areas

Groundwater recharge areas are portions of land where water is taken into the ground to replenish aquifers, the underground holding tanks of groundwater. These areas are especially sensitive to hazardous substances, as their pollution could contaminate local drinking water. Groundwater Recharge Areas are protected by various restrictions enforced by the Georgia Department of Natural Resources. There is one large groundwater recharge area that lies under part of Johns Creek; the west/northwest portion of the city along its border with the City of Alpharetta is impacted by the location of this recharge area. Special land use considerations may be warranted in the area in order to appropriately protect this important resource.

Water Supply Watersheds

There are two main water supply watersheds in the City of Johns Creek, as shown on the Environmental Criteria Map on the following page and defined in the Rules for Environmental Planning Criteria. A watershed is defined as a ridge dividing two drainage areas and the area drained by a river. The Georgia Department of Natural Resources (DNR) defines water supply watershed as the areas of land upstream from government owned public drinking intakes or water supply reservoirs. DNR has two categories of watersheds – large (more than 100 square miles) and small (fewer than 100 square miles).

Water supply watersheds are vulnerable to direct and indirect development activities. Development in the watershed threatens the long term water quality of the watershed. As part of the Georgia Planning Act, DNR developed minimum criteria for the protection of watersheds and water supply. To protect water supply and watersheds in Fulton County, the DNR watershed protection measures were adopted by the Fulton County Board of Commissioners and incorporated in the County's Water Supply Watershed Protection Ordinance. The City of Johns Creek adopted the same regulations in November-December 2006.

Stormwater runoff, non-point source pollution, development, and population growth contribute to the degradation of the County's public water supply system.

Existing programs and initiatives provide both educational and community outreach to increase awareness about protecting and improving the quality of Fulton County's public water supply resources. These programs and initiatives address the need for the citizens of Fulton County to help maintain and manage the existing public water supply sources within the County. Through the use of presentations, hands-on demonstrations, interactive displays, games, essay contests, etc., the County has designed its education outreach programs to address the following areas: Water Conservation Practices, Water Quality Monitoring, Adopt-A-Stream, Storm Drain Stenciling, Household Hazardous Waste, and lawn care (Xeriscape and Composting).

The Environmental Criteria Figure on the following page shows the location of Protected Rivers, Water Supply Watersheds, and Groundwater Recharge Areas as well as the location and required buffer for the Chattahoochee River in Johns Creek.

CITY OF JOHNSCREEK

Fulton County, Georgia

Environmental Criteria
Protected Rivers, Water Supply Watersheds, and Groundwater Recharge Areas

Cherokee County

City of Rome

Milton

Forsyth County

Sugar Hill

Dekalb County Water System

Alpharetta

Suwanee

Roswell

Fulton County

Cobb County - Marietta Water Authority

Duluth

Cobb County

Berkeley Lake

Gwinnett County

Sandy Springs

Dunwoody

Norcross

Butts Co. Water Authority

DeKalb County

Doraville

Chamblee

Lilburn

Legend

- Protected River Corridor
- Creeks and Rivers
- Groundwater Recharge Area
- Water Body
- Water Supply Watershed
- Johns Creek City Limit

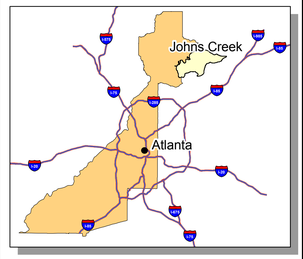
N

W E

S

0 0.5 1 2 Miles

1 inch equals 3,000 feet



Revison Date:
November 14, 2007

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Water Protection Regulations and Policies

In order to provide a regional approach to water protection, the Metropolitan North Georgia Water Planning District established model ordinances for use each county and all cities within a 16 county metropolitan area. The purpose of the model ordinances is to give local governments tools that effectively address stormwater management issues. Local governments in the district are required to implement the model ordinances. Johns Creek has adopted the ordinances as mandated.

- Post-Development Stormwater Management for New Development and Redevelopment
- Stream Buffer Protection
- Conservation Subdivision/Open Space Development
- Illicit Discharge and Illegal Connection
- Litter Control
- Floodplain Management/Flood Damage Preservation

Post-Development Stormwater Management for New Development and Redevelopment

This ordinance establishes minimum requirements and procedures to control the adverse effects of increased post-development stormwater runoff and nonpoint source pollution associated with new development and redevelopment. Proper management of post-development stormwater runoff will minimize damage to property and infrastructure, safeguard the public health, safety, environment and general welfare of the public, and protect water and aquatic resources. The ordinance requires that new development and redevelopment maintain the pre-development hydrologic response in their post-development state as nearly as practicable in order to reduce flooding, streambank erosion, nonpoint source pollution and increases in stream temperature, and maintain the integrity of stream channels and aquatic habitats. It also establishes minimum post-development stormwater management standards and design criteria for the regulation and control of stormwater runoff quantity and quality, and includes design and application criteria for the construction and use of structural stormwater control facilities. Other ways this ordinance regulates stormwater facilities include encouragement of the use of nonstructural stormwater management and stormwater better site design practices, establishment of provisions for the long-term responsibility and maintenance of structural stormwater control facilities and nonstructural stormwater management practices; and, establishment of administrative procedures for the submission, review, approval/disapproval of stormwater management plans.

Stream Buffer Protection

Fulton County adopted regulations for wider stream buffers in compliance with the North Georgia Water Planning District mandate on May 4, 2005. Subsequently, the City of Johns Creek adopted these regulations upon incorporation. The regulations require undisturbed buffers and impervious surface setbacks to adjacent streams. Streams in all watersheds within the City of Johns Creek shall require a minimum 50-foot undisturbed buffer on each side of the stream, as measured from top of bank an additional 25-foot setback shall be maintained adjacent to the undisturbed buffer in which all impervious cover shall be prohibited. Stormwater retention or detention facilities are prohibited within the stream channel.

Conservation Subdivision/Open Space Development

The County did not have a Conservation Subdivision Ordinance in effect for the area comprising the City of Johns Creek at the time of incorporation; therefore the City of Johns Creek does not have a Conservation Subdivision Ordinance. As more agricultural and forestlands are lost to ongoing development, it will become imperative that the City focus some efforts on mitigating the loss of forestland and agricultural uses.

Illicit Discharge and Illegal Connections

The Illicit Discharge and Illegal Connection Ordinance prohibit the drainage of anything other than stormwater in the City's storm sewer system. These guidelines intend to prevent water pollution by protecting the drainage into the County's bodies of water.

Litter Control

The County did not have a Conservation Subdivision Ordinance in effect for the area comprising the City of Johns Creek at the time of incorporation; therefore the City of Johns Creek does not have a Conservation Subdivision Ordinance. It is important to enact this ordinance in order to protect the effectiveness of the stormwater collection systems.

Soil Erosion and Sedimentation

Johns Creek's Soil Erosion and Sediment Control Ordinance regulates erosion control practices on parcels where land is being disturbed and protect streams from excessive sediment. It requires that development is in accordance with "best management practices" to minimize the disruption of soils and control erosion. The State's model ordinance applies specifically to protection of rivers and streams not under the protection guidelines of MRPA. It serves as a guide for local governments to incorporate the use of vegetative buffers for developments up gradient from streams and tributaries.

Impaired Streams

Some of the City's streams are on Georgia's 303(d) list of impaired and polluted streams. Bodies of water are classified as either partially supporting use, meaning 11-25% of samples collected do not meet a standard for use, or not supporting use, meaning more than 25% of samples do not meet the standards for a pollutant. The table on the following page lists Johns Creek as an impaired body of water in the City of Johns Creek in 2006; the impairment is caused by an elevated level of Fecal Coliform bacteria. Most polluted water bodies do not reach pollutant standards for Fecal Coliform Bacteria; but are classified as not supporting, meaning they do not meet the standards for their designated use. Johns Creek is classified as not supporting its designated use of fishing. State guidelines require actions be taken to alleviate the unsatisfactory pollutant levels of all partially supporting or non-supporting water bodies. Failing septic systems and the subsequent leakage may be one contributing factor to Fecal Coliform bacteria found in impaired and polluted water bodies. Further information on the 2006 303(d) list may be found at: http://www.gaepd.org/Files_PDF/305b/Y2006_303d/Y2006_Streams.pdf

Reach Name / Data Source	Reach Location / County	Evaluation / Use	Criterion Violated	Potential Causes	Actions to Alleviate	303(d)	Priority	Extent
Johns Creek	Headwaters to Chattahoochee River	Not Supporting	FC	UR	Urban runoff is being addressed in the EPD Stormwater Management Strategy for metropolitan Atlanta. An areawide stormwater permit was reissued in 2004.	3	3	4 miles
10	Fulton	Fishing						

Other Environmentally Sensitive Areas

Flood Plains

Johns Creek/Fulton County uses the following definition of a floodplain: any area susceptible to flooding which has at least a 1% probability of flooding in any given year. Construction and development within floodplains is restricted to the following uses: public parks, agriculture, dams, bridges, parking areas, public utility facilities, and outdoor storage.

The City's Floodplain Management Ordinance was first adopted in 2006. The purpose of the ordinance is to promote public health, safety, and welfare by minimizing development in areas subject to flooding. Within the areas that have a 1% chance of flooding in a given year, no construction is allowed that would change the flood characteristics of the body of water or create hazardous velocities. New construction of residences or other buildings is not permitted within the floodplain. Residential properties adjacent to the floodplain must be at least three feet above the level of the highest base flood level. Non-residential properties adjacent to the floodplain must be at least one foot above the level of the highest base flood elevation. These regulations protect the City's waterways and limit development from encroaching on hazardous areas.

Wetlands

Johns Creek, though a new City, is also rapidly growing and changing. With this growth and change may come increasing pressure to develop near wetlands. Developers can drain or fill wetlands to create more desirable land for development, but the environmental consequences of such actions are detrimental to the City. Georgia currently has no specific legislation protecting wetlands, so protecting wetlands is responsibility of the Army Corps of Engineers. The Corps regulates drainage or filling of wetlands and protects navigation channels. Development of wetlands is prohibited unless there is no practical alternative, and even then the environmental consequences must be mitigated.

Steep Slopes

This section includes discussion of steep slopes, where the slope of the land is steep enough to warrant special management practices. Steep slopes are important for their scenic quality and for their hazard potential due to erosion or slippage. Generally, steep slopes greater than 15% in Fulton County are scattered along the Chattahoochee River. In Johns Creek, steep slopes are primarily located along Johns Creek and the Chattahoochee River, as shown in the figure on page 38.

Steep slopes are unique natural areas. Vegetation in steep slopes provides not only wildlife habitat but also natural beauty. Wildlife exists in relative safety due to the limited accessibility of such sites. The naturally occurring vegetation on such sites also stabilizes the slopes, preventing severe erosion or landslides. In addition, such slopes often serve as natural boundaries and buffers between land uses or districts in a community. Changing the character of a slope can thus bring adjacent incompatible land uses into more direct conflict.

The City of Johns Creek has no ordinance to protect steep slopes. The City enforces slope stability during new development activities through its Soil Erosion and Sedimentation Ordinance because steep slopes are subject to degradation from land disturbance activities. Cutting of existing steep slopes to make a hilly site suitable for typical land development may alter the terrain.

CITY OF JOHNSCREEK

Fulton County, Georgia

Environmental Criteria
Wetlands and Floodplains

Milton

Alpharetta

Forsyth County

Suwanee

Roswell

Duluth

Berkeley Lake

Gwinnett County

Sandy Springs

Ocee Park

Newtown Park

Autrey Mill Nature Preserve

Shakerag Park

CRNRA McGinnis Ferry Unit

CRNRA Abbotts Bridge Unit

CRNRA Suwanee Creek Unit

CRNRA Jones Bridge Unit

CRNRA Medlock Bridge Unit

Chattahoochee River

McGinnis Ferry Rd

Old Alabama Rd

State Bridge Rd

Medlock Bridge Rd

Jones Bridge Rd

Abbotts Bridge Rd

Johns Creek Pkwy

Peachtree Industrial Blvd

Buice Rd

Bell Rd

Parsons Rd

Rogers Bridge Rd

Old Milton Pkwy

Windward Pkwy

Kimball Bridge Rd

Mansell Rd

Nesbit Ferry Rd

Pilot Mountain Pl

Old Atlanta Rd

Old Alpharetta Rd

Old Roswell Rd

Old Hwy 141

Medlock Bridge Rd

Johns Creek Pkwy

Peachtree Industrial Blvd

Jones Bridge Rd

Abbotts Bridge Rd

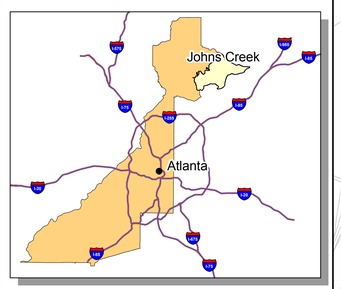
Johns Creek Pkwy

Legend

- State Route
- Major Road
- Primary Streets
- Creeks and Rivers
- Civic Boundary
- Parks
- Water Body
- Big Creek Watershed
- Wetlands
- Flood Plain - 100yr
- Johns Creek City Limits

N W E S

0 500 1,000 2,000 3,000 4,000
Feet



Revision Date:
October 16, 2007

This map has been compiled from the most accurate source data from Fulton County and the City of Johns Creek. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Johns Creek.

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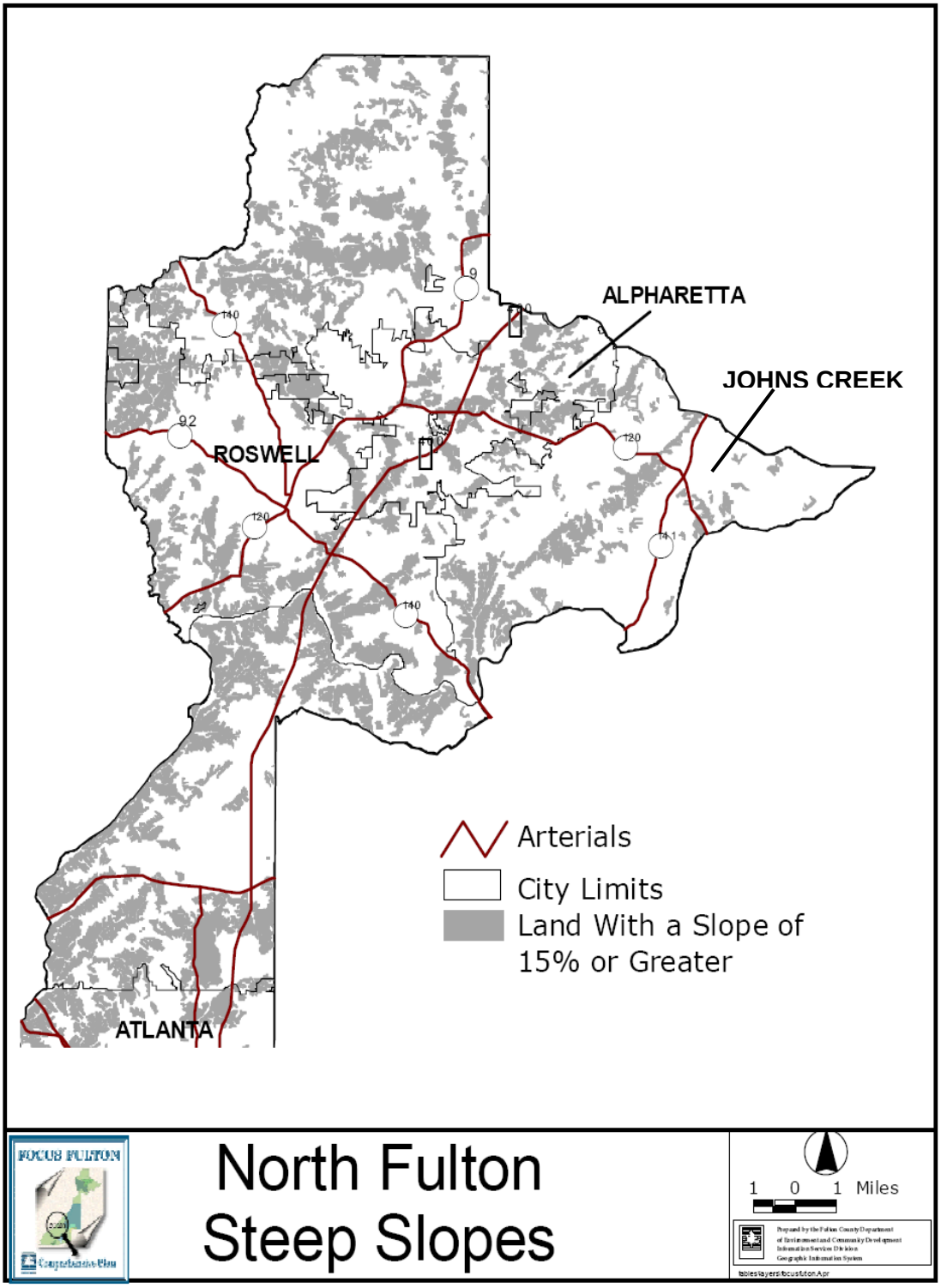
FIGURE: STEEP SLOPES



Source: Focus Fulton 2025

As steep slopes are generally more prevalent along stream banks and tributaries, their disturbance poses adverse affects to stream banks, by increasing the likelihood of stream bank erosion and degradation. Current stream buffer requirements limit disturbance of steep slopes existing along stream banks.

Although the Soil Erosion and Sedimentation Ordinance requires steep slope stabilization, it does not provide technical guidelines for preserving and protecting steep slopes. Thus, a policy and ordinance containing technical guidelines for preserving and protecting steep slopes should be adopted. The ordinance should first classify slopes categorically from least to greatest slope percentage. Actions: Classify slopes, limit grading, cutting, and stabilizing controls by category. The ordinance should have a protection clause, which prevents steep slopes from being disturbed in certain areas.

Soils

This section includes soil types in terms of their suitability for development. There are five predominant soil types in the City of Johns Creek. These are Conagaree-Chewala-Wickam, Cecil-Lloyd-Appling, Appling-Cecil, Lloyd-Cecil-Madison, and Madison-Louisa.

a. *Conagaree-Chewala-Wickam*
   These soils are predominant along the Chattahoochee River and its tributaries. This area is characterized by well-drained slopes along the Chattahoochee River. However, along smaller streams; drainage is somewhat poor due to the build up of sediment and the presence of vegetation.
b. Cecil-Lloyd-Appling
   These soils are located primarily east of the Chattahoochee River. This area is characterized by well drained rolling and hilly uplands. However, this soil is subject to moderate to severe erosion.
c. Appling-Cecil
   These soils are located throughout Fulton County, particularly from Adamsville to the city of Atlanta and upland of the Chattahoochee River south of Utoy Creek. Appling- Cecil soils are well drained and occur on hilly uplands primarily used for pasturelands.
d. Lloyd-Cecil-Madison
   These soils are located east of the Chattahoochee River north of Utoy Creek and north of Camp Creek. Moreover, they are well drained and occur on rolling and hilly uplands.
e. Madison-Louisa
   These soils are rare in Southwest Fulton and are found on steep V-shaped valleys, sharp ridges these soils are well drained.

Sedimentation runoff is the primary adverse impact to the degradation of quality topsoil surfaces. Sedimentation runoff is mainly generated through land disturbing activities such as clearing, grading, excavation, and dredging. The removal of topsoil vegetation (i.e. trees, shrubs, and low growing ground cover) leaves most soils susceptible to runoff.

To mitigate the adverse affects of sedimentation runoff, Johns Creek adopted the Soil Erosion and Sedimentation Ordinance discussed above. In order for Johns Creek to effectively implement this ordinance, personnel staffing of inspectors should be proportional to land development and growth.

Plant and Animal Habitat

The U.S Department of the Interior, Fish and Wildlife Service defines habitat as a combination of environmental factors that provides food, water; cover and space that living beings need to survive and reproduce. Habitat types include: coastal and estuarine, rivers and streams, lakes and ponds, wetlands, riparian areas, deserts, grasslands/prairie, forests, coral reefs, marine, perennial snow and ice, and urban areas.

Although current City of Johns Creek's policies, ordinances, and regulations address tree protection and coverage, there may be a need for plant and animal habitat protection. These habitats are vulnerable to land development and are in danger of becoming permanently altered or completely lost because of sporadic land development in and around ecologically sensitive areas. Ecologically sensitive areas include wetland, forests, and river corridor, and plant and animal habitats. Habitats specific to any endangered or threatened species should also be carefully protected. Currently, endangered and threatened species are listed only by County; however, the county level should provide a close enough look at species that may be endangered in Johns Creek as listed in the table on the following page.

To counteract negative or potentially negative impacts on the habitats of these plants and animals, the City of Johns Creek may decide to conduct an inventory to identify ecologically sensitive plant and animal habitats. Moreover, policies should be generated along with planning criteria to regulate future land development surrounding these areas.

Listed Species in Fulton County (updated May 2004)				
Species	**Federal Status**	**State Status**	**Habitat**	**Threats**
Bird				
Bald eagle *Haliaeetus leucocephalus*	T	E	Inland waterways and estuarine areas in Georgia.	Major factor in initial decline was lowered reproductive success following use of DDT. Current threats include habitat destruction, disturbance at the nest, illegal shooting, electrocution, impact injuries, and lead poisoning.
Invertebrate				
Gulf moccasinshell mussel *Medionidus pencillatus*	E	E	Medium streams to large rivers with slight to moderate current over sand and gravel substrates; may be associated with muddy sand substrates around tree roots	Habitat modification, sedimentation, and water quality degradation
Shiny-rayed pocketbook mussel *Lampsilis subangulata*	E	E	Medium creeks to the mainstems of rivers with slow to moderate currents over sandy substrates and associated with rock or clay	Habitat modification, sedimentation, and water quality degradation
Fish				
Bluestripe shiner *Cyprinella callitaenia*	No Federal Status	T	Brownwater streams	
Cherokee darter *Etheostoma scotti*	T	T	Shallow water (0.1-0.5 m) in small to medium warm water creeks (1-15 m wide) with predominantly rocky bottoms. Usually found in sections with reduced current, typically runs above and below riffles and at ecotones of riffles and backwaters.	Habitat loss due to dam and reservoir construction, habitat degradation, and poor water quality
Highscale shiner *Notropis hypsilepis*	No Federal Status	T	Blackwater and brownwater streams	
Plant				
Bay star-vine *Schisandra glabra*	No Federal Status	T	Twining on subcanopy and understory trees/shrubs in rich alluvial woods	
Piedmont barren strawberry *Waldsteinia lobata*	No Federal Status	T	Rocky acedic woods along streams with mountain laurel; rarely in drier upland oak-hickory-pine woods	

Source: http://www.fws.gov/athens/txt/counties_endangered.html#F

Parks, Recreation Facilities, and Open Space

The citizens of northern Fulton County established the City of Johns Creek for a number of reasons, but high on the list were needs for more parks, improved recreation facilities, and conservation of additional open space. During the election process for the first Johns Creek City Council, a majority of candidates and the single, unopposed candidate for mayor cited additional parks and recreation facilities as one of the three most pressing needs for the new city.

One standard approach to evaluating the need for new parks is to calculate the acres of parkland per 1,000 residents. In 2007 Johns Creek had approximately 70,050 residents and 200 acres of City parkland for a ratio of 2.86 acres of parkland per 1,000 residents. For comparison, the 1983 National Recreation and Park Association (NRPA) minimum "core" standard for local parkland is a range from 6.25 to 10.5 acres per 1,000. A recent inventory of metropolitan Atlanta greenspace found 7.40 acres of local parkland per 1,000 residents, while Fulton County (as a whole) had 7.46. By any reasonable standard the City of Johns Creek has a substantial need for additional parks and recreation facilities.

The development of the Johns Creek Green Plan will follow the general outline of the methodology described in the *1983 National Recreation Park Association Standards and Guidelines*. In 1995 the NRPA issued a revised document; however, the 1995 version dropped numerical standards and replaced them with a complex and difficult survey-based approach. These standards will not be used as absolute numbers; rather they will serve as a basis for the initial assessment, then as a starting point for discussion with the Green Plan advisory committee and the larger public.

Assessment of Parkland

This assessment focuses on public parks and major recreation facilities. The citizens of Johns Creek are fortunate to benefit from an extensive amount of privately-owned greenspace and a substantial number of private recreation facilities. These include golf courses, open space in subdivisions, land protected by conservation easements, private swim and tennis clubs, and recreation programs provided by faith communities. It would be difficult and expensive to conduct a full inventory of these lands and facilities, but it is clear that a considerable number of Johns Creek residents are currently served by private, rather than public, recreational resources.

The City of Johns Creek currently owns four parks totaling 200.7 acres. See Figure G1 for the location of these parks and other major recreation facilities. The four City parks are:

Autrey Mill Nature Preserve and Heritage Center

Autrey Mill Nature Preserve and Heritage Center is located at 9770 Autrey Mill Road across from Country Club of the South. It has 46 acres of ravine forest, with more than a mile of walking trails which wind past a scenic creek with rocky shoals, picturesque cliffs, mature trees, wildflowers, native plants and animal life. Owned by the City of Johns Creek, the non-profit Autrey Mill Nature Preserve Association manages the Park programs and provides year-round nature, historic, and scout badge programs and camps.

Newtown Park

Newtown Park (a City park) is located at 3150 Old Alabama Road, directly across the street from the Fulton County Fire Station. Facilities include 2 softball/baseball fields, 3 soccer fields, 6 tennis courts, 2 outdoor basketball courts, a 2-mile multi-use path, 13 picnic pavilions, a dog park and a small lake. The non-profit Newtown Recreation manages the Park athletic programs. Spring and fall sports seasons include baseball, soccer, flag football and lacrosse. It is 52 acres in size.

Ocee Park

Ocee Park is a 37 acre City park located at 10900 Buice Road at the corner of Kimball Bridge Road. Facilities include 7 softball/baseball fields (lighted), a pavilion, playground, 4 picnic shelters, two outdoor basketball courts, two sand volleyball courts, and walking/jogging track. The non-profit Ocee Park Athletic Association manages the youth baseball and softball programs for boys and girls 5 to 16 years old as well as programs for special needs children.

Shakerag Park

Shakerag Park (a City park) is 66 acres. It is located adjacent to River Trail Middle School at 10795 Rogers Circle. Facilities include a playground, restrooms, a 3-acre park, three pavilions, a track, a football field and a multipurpose field about the size of two football fields.

Chattahoochee River National Recreation Areas

In addition to local parks, the City of Johns Creek is fortunate to have multiple segments of the Chattahoochee River National Recreational Area (CRNRA) within its boundaries.

The Chattahoochee River National Recreation Area (a National Park) is spread over a 48-mile section of the Chattahoochee River. It consists of 16 different areas or units beginning below Lake Lanier dam in Forsyth County and ending at Peachtree Creek in metro Atlanta. The following areas are located within or partially within Johns Creek.

Jones Bridge Unit

The Jones Bridge section has 183 acres in Johns Creek. In addition to the extensive outdoor amenities offered at the Jones Bridge Unit of the NRA, The Chattahoochee River Environmental Education Center (C.R.E.E.C) is located adjacent on Barnwell Road. The Education Center focuses on hands-on teaching.

- Trails, boat launch (motor, canoe & raft), picnic tables, restrooms, wheelchair-accessible
- Off Barnwell Road, 1.6 miles north of Holcomb Bridge Road

Medlock Bridge Unit

The Medlock Bridge section includes 187 acres:

- Trails, boat launch (motor or canoe), picnic tables
- On GA 141 / Medlock Bridge Road, 3.6 miles north of Holcomb Bridge before crossing the river

Abbotts Bridge Unit

The Abbotts Bridge section spans both sides of the Chattahoochee River and includes 207 acres in Johns Creek; all Abbotts Bridge trails and recreational facilities are located on the Gwinnett side of the river.

- Trails, boat launch (motor or canoe), picnic tables, picnic pavilion, restrooms
- On Abbotts Bridge Road, 7.8 miles east of Old Milton Parkway, just east of the Chattahoochee River

McGinnis Ferry Unit

- Undeveloped / no services
- Near the Forsyth County border

The Johns Creek portions of the CRNRA total 578 acres of beautiful, largely riverfront land with a broad range of recreational facilities. More information and maps to each section of the NRA may be found at: http://www.nps.gov/chat/planyourvisit/maps.htm

These recreation areas are regional and national resources and therefore they should not be included in the local parkland totals for Johns Creek. In fact, the NRPA recommends 5 to 10 acres per thousand of regional parkland beyond the local standard of 6.25 to 10.50 acres. For a current population of 70,050 this would translate into 470 to 940 added acres, a range within which the Johns Creek CRNRA land area falls.

The 1983 NRPA guidelines classify local parks into three types: Mini-parks, neighborhood parks, and community parks.

Mini-parks are small parks that address highly local recreational needs. The NRPA recommends that mini-parks be between 2,500 square feet and one acre in size. They have a service area of less than ¼ mile and are best located within neighborhoods and in close proximity to apartments, townhomes, and other high-density areas. The NRPA recommends ¼ to ½ acres of mini-parks per 1,000 residents.

Neighborhood parks serve as the recreational and social focus of a neighborhood and are areas for intense recreational activities. NRPA recommends that neighborhood parks should be a minimum of fifteen acres. They usually serve a single neighborhood within a ¼ to ½ mile radius and a maximum population of 5,000. For each 1,000 residents there should be 1.0 to 2.0 acres of neighborhood parks.

Community parks are intended to meet diverse needs for both active and passive recreational activities. They serve several neighborhoods in a 1 to 2 mile radius and are 25 or more acres in size. For each 1,000 residents there should be 5.0 to 8.0 acres of community parks.

According to the NRPA classification, the four existing Johns Creek parks are all community parks, and at present the City has no mini-parks or neighborhood parks. Table 4.1 summarizes the current Johns Creek park system and compares it to the 1983 NRPA minimum standards for a core system of parks using a currently estimated population of 70,050 and a future planning population of 94,304.

Table 4.1 Summary of Johns Creek parkland and NRPA standards

	Mini-Parks	Neighborhood Parks	Community Parks	Total Local Parkland	Regional Parks
Current acres of parkland	0	0	201	201	578
NRPA low-end mimimum standard (acres per 1,000 population)	0.25	1.00	5.00	6.25	5.00
NRPA high-end minimum standard (acres per 1,000 population)	0.50	2.00	8.00	10.50	10.00
Current acres of parkland required for low-end of minimum standard	18	70	350	438	350
Current acres of parkland required for high-end of minimum standard	35	140	560	736	701
Future acres of parkland required for low-end of minimum standard	24	94	472	589	472
Future acres of parkland required for high-end of minimum standard	47	189	754	990	943

Assessment of Recreation Facilities

The four current Johns Creek parks contain a number of major recreation facilities. Table 4.2 shows the current facilities by park.

Table 4.2 Current City of Johns Creek major recreation facilities

Facility Type	Autrey Mill Preserve	Newtown Park	Ocee Park	Shakerag Park	Total
Softball/baseball fields		2	8		10
Soccer fields		3		3	6
Tennis courts		6	2		8
Basketball courts (outdoor)		2	2		4
Trail miles	1	0			1
Running track miles		2	1		3
Dog park		1			1
Picnic facilities		13	4	3	20

The 1983 NRPA guidelines also contain population-based standards for major recreation facilities. Table 4.3 lists these standards and applies them to the current Johns Creek population of 70,050, and a future projected population of 94,304.

Table 4.3 NRPA standards applied to Johns Creek current and projected population

Facility Type	NRPA Standard	Number Currently Available	Number Needed to Serve Current Population	Number Needed to Serve Future Population
Softball/baseball fields	1 per 2,500	10	28	38
Soccer fields	1 per 10,000	6	7	9
Tennis courts	1 per 2,000	8	35	47
Basketball courts	1 per 5,000	4	14	19
Football fields	1 per 20,000	0	4	5
Pools	1 per 20,000	0	4	5
Tennis courts	1 per 2,000	6	35	47
Gymnasium	1 per 10,000	0	7	9
Running track	1 per 20,000	1	4	5

The NRPA facility standards should not be considered as absolute numbers, but rather starting points for discussion. Different areas have varied preferences for different types of facilities, so the actual number of recommended facilities in the final plan will be determined through participatory processes.

Assessment of Greenways

In September 2006, after several years of work, Fulton County published the Johns Creek Greenway Master Plan. Because the plan was developed by Fulton County before the incorporation of the City of Johns Creek, the Greenway Plan study area boundaries do not correspond with the present City boundaries. The westernmost point of the study area is the intersection of Jones Bridge Road and Old Alabama road, and the study area extends eastward to include nearly all the area of Fulton County southeast of Jones Bridge Road and northeast of Old Alabama Road, an area of about 13 square miles. The plan designated about 25 miles of multi-use trails and sidewalks in three priority groups, with a total cost of $5.7 million.

The City of Johns Creek has designated a number of multi-use trails, although it did not adopt the Greenway Plan itself. There are about 10 miles of completed trails, including 5 miles in the Jones Bridge section of the Chattahoochee River National Recreation Area, 3 miles on State Bridge Road, and 1 mile on Bell road. About 12 additional miles of trail have been designated priority A, 2 miles priority B, and 14 miles priority C. A little over 16 miles have already been programmed. See Figure G2 for a map of the currently adopted trail system.

The City is fortunate to have inherited an ongoing, citizen-led trails effort. However it should be noted that the City's current trails system does not connect to either Ocee Park or the Jones Bridge section of the CRNRA. Linkage with Ocee Park would enable walker, runners, and bicycle riders to gain direct access to the park's recreational facilities, and a connection with the Jones Bridge portion of the CRNRA would be especially valuable because of the 5 miles of natural trails within that section of the CRNRA.

Assessment of Conservation Lands

In January 2007, the City of Johns Creek adopted an Interim 2025 Comprehensive Plan based upon the Fulton County 2025 comprehensive plan. Four of the land use categories in the Interim Johns Creek plan are relevant for conservation. They are described in the Interim Plan as:

> **Open Space:** The open space category includes land that is mainly undeveloped, contains some recreational uses and some natural resources. It does not include land uses for buffers and landscaped strips. This is a new land use category developed as part of this plan.
>
> **Private Recreation**: Privately owned recreational facilities such as golf courses and open space are included in this land use. Recreational amenities in subdivisions are not included.
>
> **Parks, Recreation & Conservation:** This includes parks, open space and recreational facilities owned by the City of Johns Creek, Fulton County, and other governments, such as the National Park Service.
>
> **100 year Floodplain:** The 100 year floodplain, as determined by FEMA maps, is shown in this category. The 100 year flood plain should remain undeveloped. In some cases, the land in the 100 year flood plain can be used toward calculating allowed densities.

Figure G3 shows the location of these land use categories according to the Interim Plan.

The Interim Plan reports acreages for the entire North Fulton planning area, not the City of Johns Creek. A GIS analysis of the Johns Creek area conducted by the Green Plan team has calculated a total City area of 20,082 acres (31.4 square miles). There are 1,179.3 acres of private recreation land, mostly golf courses, 353.2 acres of parks, recreation, and conservation land, and no acres designated as open space. The amount of parks, recreation, and conservation land is less than the sum of the Chattahoochee River National Recreational Area (CRNRA) and City of Johns Creek parks because a significant amount of the CRNRA lies in the 100 year floodplain, and was so-designated in the Fulton County and Interim Johns Creek plans.

Figure G-1: Park Locations

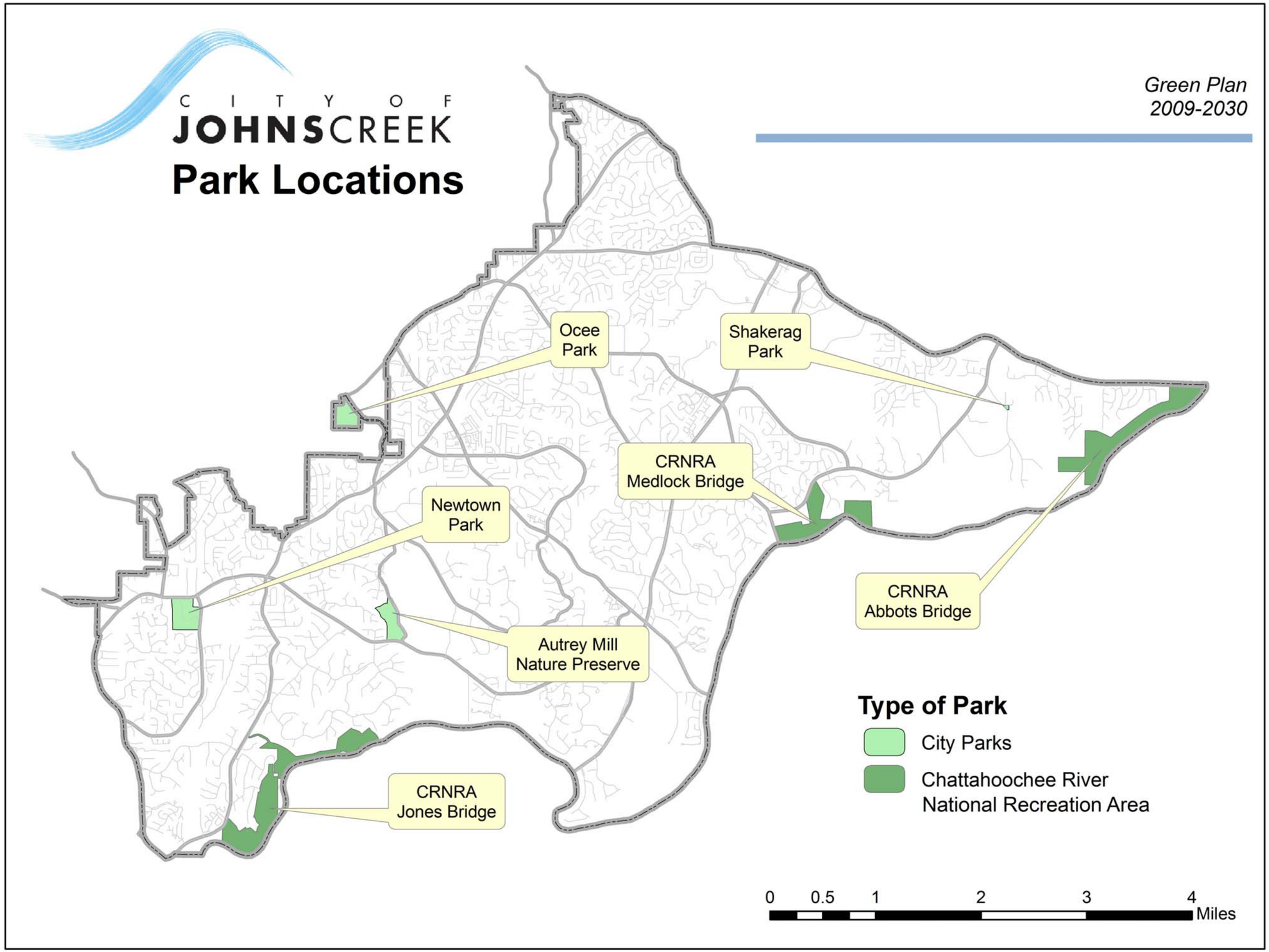


Figure G-2: Multi-Use Trail

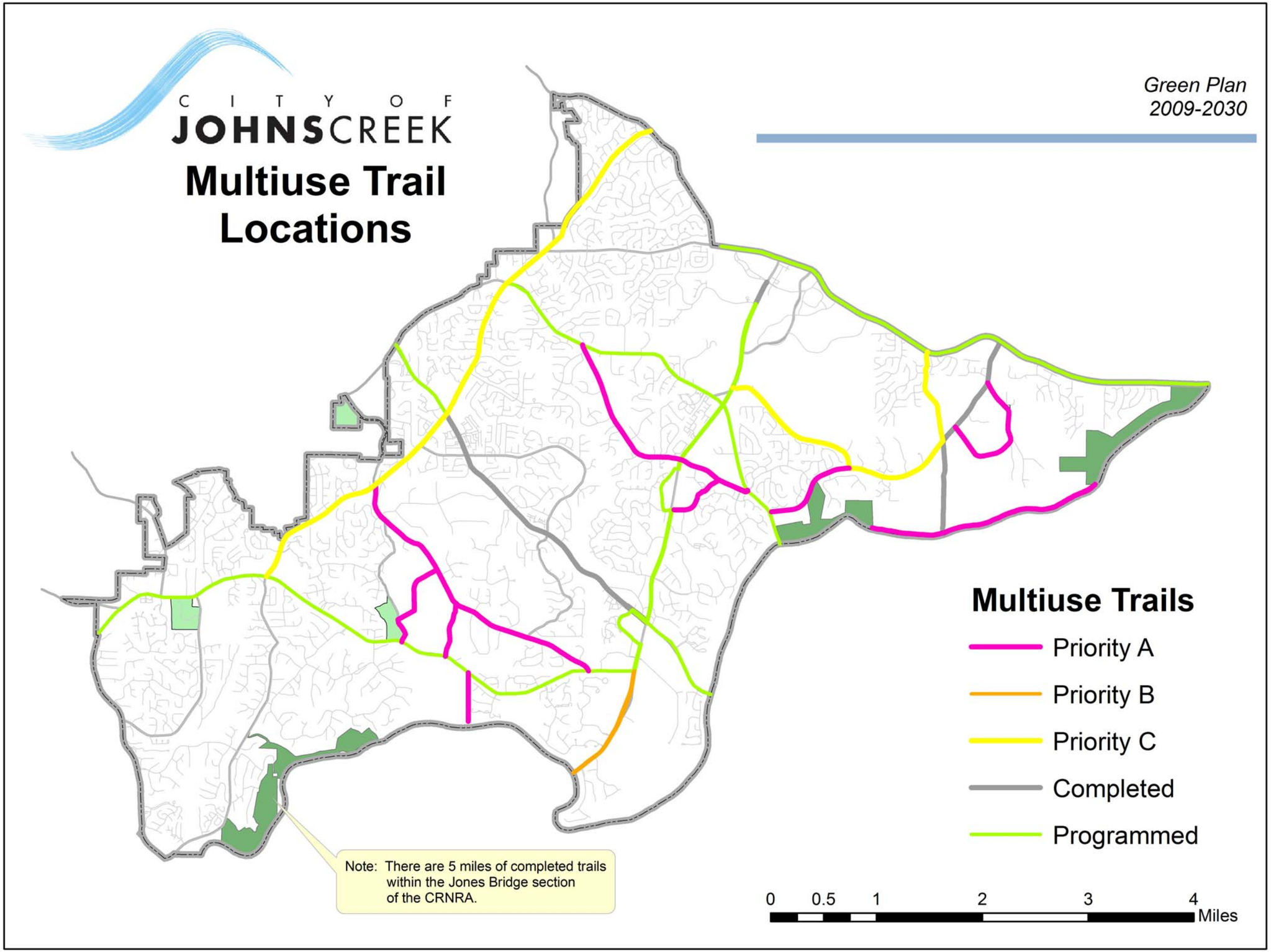
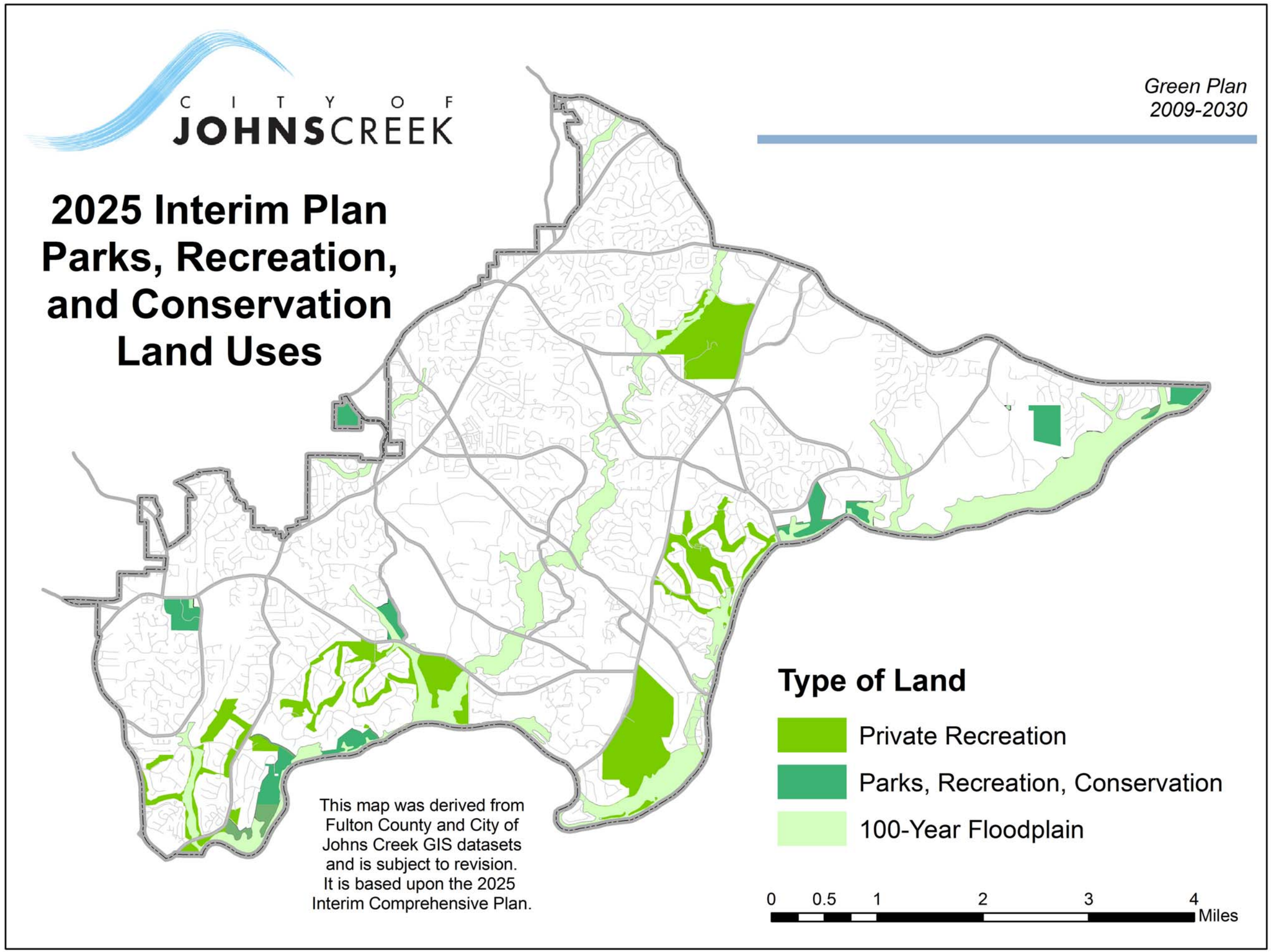


Figure G-3: 2025 Interim Plan Parks, Recreation, and Conservation Lands



Significant Cultural Resources

The preservation of historic resources provides cultural, educational, and economic benefits for a community. Historic sites are among the top destinations for Georgia's tourists, and tourism is one of the largest and fastest growing industries in the state, creating thousands of jobs and millions of dollars in revenues annually. Property values adjacent to restored historic properties tend to be higher. Preservation of irreplaceable assets such as these have immeasurable benefits in maintaining Johns Creek as a unique community as the City continues to experience changes linked to rapid growth and development.

Although historic preservation has become more important as more structures age, it is also about timing as some structures have not been saved or preserved in a timely manner. This is an impetus for the City of Johns Creek to plan to undertake a city-specific Historic resources Inventory. The previous inventory covering the area was conducted in 1996 and covered the entirety of Fulton County, and the information pulled from it about structures in Johns Creek appears somewhat incomplete.

The synopsis included here is from the Johns Creek Interim Comprehensive Plan, and is supplemented by information received at the December CAC meeting.

A Cultural Resources Figure, including historic structures and sites, is also included in this section. This map could be used as the baseline for a local historic resources survey.

Information on historic resources in unincorporated Fulton County was collected through the Historic Resources Survey of North Fulton and Sandy Springs. The purpose of the survey was to uniformly document buildings, sites, and structures of historical, architectural, and cultural significance in unincorporated Fulton County. The survey for each Planning Area consisted of a historic research, field surveys, and a survey report. The methodology developed by the Historic Preservation Division (HPD) of the Department of Natural Resources and described in the Georgia Historic Resources Survey Manual was followed in the survey to ensure consistency within the county and with surveys conducted throughout the state. The survey of North Fulton and Sandy Springs was conducted in 1996 by Elliott Kipling Wright of Historic Resource Assessments and by Fulton County E&CD. It was funded, in part, by a grant from the Historic Preservation Division.

A total of 900 sites were surveyed in unincorporated Fulton using the Georgia Historic Resources forms, with 249 of those located in North Fulton. Property types surveyed included single and multiple dwellings, churches, cemeteries, schools, commercial, civic, industrial, transportation, health care, agricultural and government related buildings. However, the majority of the structures were single family dwellings. The survey data reflects the location in North Fulton, Sandy Springs, Southwest and South Fulton.

The date of construction of the properties surveyed range from the early 1800s to the 1950s. Most of the structures were built after the 1880s, with the majority having been built between 1910 and 1949. Some of the resources are considered to be threatened due to their condition or due to change in the land use; and others may have been demolished since completion of the survey dependent upon changing conditions.

Inventory

The majority (88%) of historic resources in the survey are single-family dwellings. A wide variety of house types are present throughout North Fulton Planning area, in which the City of Johns Creek is located. House type refers to the overall form of the house and the general lay out of the interior rooms of the original part of the house. The most common house type represented is the Bungalow (34%). Other common house types include Georgian Cottages (6%), Gable Ell Cottages (10%), Central Hallways (13%), and Side Gable Cottages (13%). Bungalows and Side Gable Cottages were common house types built throughout Georgia between 1910s and 1940s. These other house types were built from the late 1800s to the early 1900s.

Many of these residences are associated with agricultural uses and their rural setting. Some of these were once part of a small farm while others were located at crossroads communities. Many of the houses have become endangered as land uses change. Those located on large parcels are endangered in the process of subdivision and developed for residential and commercial uses. Some of the older houses are endangered due to their poor condition.

Commercial Resources

Fourteen commercial buildings were surveyed in North Fulton. Of these, nine were general stores. Buice Country Store and the Broadwell Building still operate as stores. Crabapple Corners and M & L Motors were filling stations. The Rucker Warehouse, Rucker Cotton Gin and Webb General Feeds were associated with agricultural and cotton production. The other six are vacant. Some of these are located in Crossroads communities.

Industrial Resources

Very few industrial buildings were located in the City of Johns Creek.

Institutional Resources

1. Government Buildings - There are no government buildings in the City of Johns Creek
2. Schools- Many of the schools in unincorporated North Fulton County included in the survey were built with a bond issue for school construction passed at the time of the merger of Milton and Campbell Counties with Fulton County on January 1, 1932. Five schools were surveyed in North Fulton County.

Transportation Resources

Most of the transportation historic resources are bridges. The transportation resources surveyed in North Fulton were the stone pier from the 1830's Holcombe Bridge, the 1906 one lane steel truss Rodgers Bridge, the 1920's Birmingham Road Bridge and the 1920's Medlock Bridge. Medlock Bridge is the only site found with associated historic features. The site of the Medlock Bridge and Ferry Site is found at the Medlock-Moore House.

Rural Resources

Since Fulton County developed as an agricultural area, most of the historic resources in unincorporated Fulton County could be considered to be rural resources. This section focuses on Crossroads Communities.

Crossroads communities frequently located at the intersection of two or more roads are located throughout unincorporated Fulton County. Crossroads communities were the hub of activities and services in the farming communities. A variety of community institutions were located near the major

intersection with residential development extending along the roads. Several crossroads communities are located in North Fulton. Four still maintain their historic character. These are: Shakerag, Crabapple, Birmingham and Arnold Mill. Of these, only Shakerag is located in the City of Johns Creek.
Another historic resource in Johns Creek is Autrey Mill; although it is not a crossroads community, it is a historic development located at the intersection of Autrey Mill Road and the Old Alabama Road. Other crossroads communities of Ocee, Warsaw, and Newtown in Johns Creek retain some of their historic buildings but have lost much of their historic fabric.

Historic, Archeological and Cultural Resources
The City of Johns Creek has not conducted an inventory of archeological and cultural resources within its boundaries; according to the 1996 survey there are 48 cemeteries in the North Fulton Planning Area. Cemeteries in North Fulton can be categorized as follows.

- Church Cemeteries with existing congregations: Where the church is still active, the cemetery is generally maintained. Many of these churches have a cemetery maintenance committee that raises funds and is responsible for the maintenance of the cemetery.

- Church Cemeteries where the churches no longer exist: In some cases, a church congregation has moved or disbanded. As a result, the church building no longer stands or is in a state of disrepair and the cemetery is abandoned. One example of a church cemetery in Johns Creek is the Warsaw Cemetery. This is a unique cemetery in that the church still exists and has been moved to Autrey Mill. The cemetery has an active preservation group.

- Community Cemeteries: These are cemeteries established by a community, not affiliated with a church.

- Public Cemeteries: These are cemeteries owned by a government. Some are used for indigent burials.

- Perpetual Care Cemeteries: These cemeteries are regulated by the state and ensure everlasting care of the cemetery.

- Family Cemeteries: These are located within what is or was a family's farm or property. Family cemeteries are often small and not maintained and are abandoned.

Several trends adversely affect the preservation of cemeteries. Over time, some have disappeared while others have deteriorated.

- Development and encroachment of development: As the City of Johns Creek has become more urbanized and agricultural production has declined, former farms, where family cemeteries were located, have changed land uses to residential, commercial, or industrial. Removal of vegetation and grading of land adjacent to burials can change the topography of the soil, the drainage, the pattern of stormwater flow, and the stability of the soil. This could have an adverse effect on burials by increasing run-off and soil erosion. Water and soil erosion can shift marker placement, destabilize markers and unearth stones.

- Abandonment: Many family cemeteries have been neglected or abandoned as land use patterns have changed, descendants have moved away or died, the family property has been sold and younger generations have been unaware of the cemetery thus, leaving no one to care for it. In these cemeteries, vandalism and vegetation can go unchecked.

- Natural Environment: The natural environment, freeze/thaw cycles, acid rain and unchecked vegetation can negatively affect walls, stones, markers and paths. Invasive vegetation can attach itself to stones and trap water and soils that can harm it. Diseased limbs or trees can fall and shatter stones and walls. An overgrown and uncared for site can fall prey to vandalism.

- Vandalism: Cemeteries are an easy target for vandalism. Lack of security, infrequent visitation, overgrown grounds and a neglected appearance can make cemeteries attractive to vandals and thieves. Removal of stones and fences by theft leaves graves unmarked and destroy the integrity of the cemetery.

The Abandoned Cemeteries and Burial Grounds legislation in Georgia protects cemeteries from development.

As presented here, the content from the Interim Comprehensive Plan provides an overview of the potential historic resources in Johns Creek. These are significant on a local level, and there may be many more specific names and locations that can be added should the City decide to conduct or administer a new historic resources survey. The new survey should start by confirming which of the sites from the 1996 survey are both within the city limits and still extant.

A historic resource commission or historic preservation commission would be recommended if the city finds concentrations of structures that could represent historic districts, or individual structures that are eligible and have potential to be listed on the historic register. A historic preservation commission or review board would also be recommended if the City implements local historic preservation guidelines at any time in the future.

CITY OF JOHNSCREEK

Fulton County, Georgia

Cultural Resources

Community Assessment
Comprehensive Plan 2009 - 2030

LEGEND OF CULTURAL RESOURCES

- HISTORICAL STRUCTURE
- Census Blocks with GASF Archeological Sites
- JOHNS CREEK CITY LIMIT

Findley-Smith House
E.C. Findley House
Findley Farm Place
Clear Springs Baptist Church
Bearden House
Oakledge Farm; Morton-Cox farm
Bennett-Lawrence House
Calvin Parsons House, Pine Point Farm
Day-Wilson House
Kelly-Ritter House
Pleasant Hill Baptist Church and Cemetery
Pleasant Hill Baptist Church Cemetery
Summeour/Spruill House
Warsaw United Methodist Church
Newtown Elementary School
Newtown Community House
Mt Pisgah Methodist Church and cemetery
Mt. Pisgah Church Cemetery
Green House (J. Carl Green House)
Medlock-Moore House
Warsaw Elementary School
Macedonia Church Cemetery
Lowe-Bell House
Charleston Green House
Uvell Gunter House
Strickland House
Sharecropper's house
A.S. (Anderson Smith) Bell House
Bell-Taylor-Miller House
Mout Zion United Methodist Church
Rogers Cemetery
Bell-Taylor House
John and Sarah Rogers House,"Pokey Place House"
Rogers-Bell Cemetery
William Rogers House, Oakland

JONES BRIDGE RD
ABBOTS BRIDGE RD
MCGINNIS FERRY RD
BELL RD
STATE BRIDGE RD
MEDLOCK BRIDGE RD
HAYNES BRIDGE RD
OLD ALABAMA RD
NESBITT FERRY RD

120
141

Forsyth County
Gwinnett County
Alpharetta
Suwanee
Roswell
Duluth
Berkeley Lake
Chattahoochee River

0 5,000 Feet
0 0.75 Miles
1 inch equals 0.75 miles

Johns Creek

Revision Date:
January 4, 2008

This map has been compiled from the most accurate source data from Fulton County and the City of Johns Creek. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Johns Creek.

5. COMMUNITY FACILITIES AND SERVICES

General Government

Johns Creek is governed by a Mayor and City Council. The City Council is comprised of the mayor and six members who are elected to posts 1 through 6. Each person desiring to offer as a candidate for councilmember shall designate the council post for which he or she is offering. The mayor and councilmember's serve for terms of four years and until their respective successors are elected and qualified. The City Council enacts ordinances and resolutions, adopts an annual budget, establishes the tax levy, and otherwise takes such actions as necessary for the security, welfare, and interest of the City.

The City Manager is tasked to independently organize and manage the daily operations of Johns Creek's city government in accordance with local ordinances, laws and policies prescribed by the elected officials. The Manager's responsibilities and authorities include orchestrating the full spectrum of activities of the City and making key decisions to keep day-to-day operations running smoothly.

Municipal Court

The Johns Creek Municipal Court was established June 19, 2007 to handle city code/environmental and traffic violations within the City. Court is located at 11445 Johns Creek Parkway, 30097.

Public Safety

Police Department

The Fulton County Police department currently provides all police manpower for the City of Johns Creek. However, the City has recently hired its first full time Police Chief who has begun the process of hiring the programmed 56 sworn officers and 13 civilian staffers. The Johns Creek Police Department plans to take over operations in April 2008.

The Community Facilities Map shows public safety services in Johns Creek, which includes the location of police stations, City or County jail, Sheriff's Office and the State Prison.

Fire Department

The Fulton County Fire Department has 3 stations located in the City of Johns Creek. The Fire Department provides fire and rescue service to the City until the time when the City has established the Johns Creek Fire Department, which should be within 2 years of the incorporation.

Government Facilities, Parks, and Recreation are shown in the figure on the following page.

CITY OF JOHNSCREEK

Fulton County, Georgia

Government Facilities, Parks, and Recreation

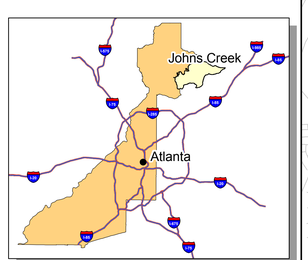
Milton
Alpharetta
Forsyth County
Suwanee
Roswell
Sandy Springs
Dunwoody
Norcross
Berkeley Lake
Duluth
Gwinnett County

McGinnis Woods Country Day
County Home: 5070 Abbotts Bridge
Dr. Robert E. Fulton Regional Library at Ocee
Findley Oaks Elementary
Johns Creek City Hall
Clear Springs Church
Concord Church
The Standard Club & Gc
Abbotts Hill Elementary
Finley Chapel
Ocee Elementary
AMY FRANCIS LOT
County Home: 11130 Amy Frances Lane
Taylor Road Middle
Ocee Park Picnic Shelter #1
Ocee Park Picnic Shelter #2
Ocee Park Picnic Shelters-pavilion
Ocee Park
Chattahoochee High
North Fulton Police Precinct
Shakerag Park
Shakerag Elementary
Shakerag Community House
River Trail Middle
Fire Station #20 - Shakerag
Mount Zion Church
CRNRA McGinnis Ferry Unit
State Partol Drivers Issuance Office
Northview High
Dolvin Elementary
Wilson Creek
CRNRA Abbotts
Woodward Academy North
Prince of Peace Church
Fire Station #8 Newtown
Newtown Park
Newtown School
Newtown Community House
Saint Ives Country Club
Fire Station #12, Warsaw
Police Precint (Fire Station #12)
CRNRA Suwanee Creek Unit
Medlock Bridge Elementary
Medlock Bridge Montessori
Saint Ives Country Club
Autry Mill Nature Preserve Center
Autry Mill Farm House
Autry Mill Tenant House
Autry Mill Out Building
Pleasant Hill Church
Holy Redeemer Elementary School
Montessori Unlimited
Autrey Mill Nature Preserve
State Bridge Crossing Elementary
North Fulton High School (In Construction)
Warsaw Church
Macedonia Church
Warsaw-Ocee Arts Center
Newtown Park
Mt. Pisgah Christian School
Mount Pisgah Church
Autry Mill
ATLANTA/FULTON WATER TREATMENT PLANT
Northeast Regional Library
Country Club Of The South
Barnwell Elementary
Perimeter School
River Pines Golf Club
CHATTAHOOCHEE III, WATER POLLUTION CONTROL
Primrose School
CRNRA Jones Bridge Unit
Chattahoochee River
Atlanta Athletic Country Club
CRNRA Medlock Bridge Unit
Rivermont Golf & Country Club

Legend

- Schools
- Churches
- Landmarks
- Arts Council
- Fire Station
- General Services
- Land Department
- Library
- Parks & Recreation
- PoliceDepartment
- Highways
- Primary Streets
- Gwinnett Streets
- Forsyth Streets
- Creeks and Rivers
- Golf Club
- Cemetery
- Johns Creek Boundary
- Johns Creek City Limits
- Civic Boundary
- Chattahoochee River
- Water Body
- Parks

0 900 1,000 2,000 3,000 4,000 5,000 Feet
0 0.25 0.5 1 Miles
1 inch equals 1,500 feet



Revision Date:
October 18, 2007

Data Current As Of Rel. 10/2006

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Hospitals and Public Health Facilities

In Johns Creek

Emory Johns Creek Hospital is located at 6325 West Johns Crossing, just south of the intersection of Medlock Bridge Road and McGinnis Ferry Road.
Phone: **678-474-7000**

Emory Johns Creek Hospital is 110-bed, all private room hospital featuring some of the most advanced medical technologies available. Serving the city of Johns Creek and the surrounding communities, Emory Johns Creek Hospital offers a full range of services, including Emergency Services staffed with board certified, emergency physicians, surgery, cardiology, oncology, advanced imaging capabilities and intensive care.

In close proximity to Johns Creek

Northside Hospital-Forsyth is located at 1200 Northside Forsyth Drive in Cumming, just south of the Buford Highway exit from GA 400/Highway 19.
Phone: **770-844-3200**

North Fulton Regional Hospital is the only Level II Trauma Center in North Fulton. It is located just off Highway 9/Alpharetta Highway at 3000 Hospital Boulevard in Roswell.
Phone: **770-751-2500**

Gwinnett Medical Center-Duluth is located at 3620 Howell Ferry Road in Duluth, just off Pleasant Hill Road, east of GA 141.
Phone: **678-312-6800**

Educational Facilities

Fulton County Public Schools

All public schools in Johns Creek are part of the Fulton County School System, one of the oldest and largest school districts in Georgia. Founded in 1871, the System is serving more than 86,600 students during the 2006-2007 school year.

The System's governing body is the Fulton County Board of Education, which legislates the System's policies that are then executed by the School Superintendent and staff. Board members are elected by district and serve four year terms.

High Schools

Chattahoochee High School
5230 Taylor Road
Johns Creek, GA 30022
Phone: **770-521-7600**
School site:
www.fultonschools.org/school/chattahoochee

Northview High School
10625 Parsons Road
Johns Creek, GA 30097
Phone: **770-497-3828**
School site: www.fultonschools.org/school/northview

A new high school, North Fulton High School, is currently under construction on State Bridge Road and is planned to open in 2009.

Middle Schools

Autrey Mill Middle School
4110 Old Alabama Road
Johns Creek, GA 30022
Phone: **770-521-7622**
School site: www.fultonschools.org/school/autreymill/

River Trail Middle School
10795 Rogers Circle
Johns Creek, GA 30097
Phone: **770-497-3860**
School site: www.fultonschools.org/school/rivertrail

Taylor Road Middle School
5150 Taylor Road
Johns Creek, GA 30022
Phone: **770-740-7090**
School site: www.fultonschools.org/school/taylorroad

Elementary Schools

Abbotts Hill Elementary School
5575 Abbotts Bridge Road
Johns Creek, GA 30097
Phone: **770-667-2860**
School site: www.fultonschools.org/school/abbottshill/

Barnwell Elementary School
9425 Barnwell Road
Johns Creek, GA 30022
Phone: **770-552-4960**
School site: www.fultonschools.org/school/barnwell

Dolvin Elementary School
10495 Jones Bridge Road
Johns Creek, GA 30022
Phone: **770-740-7020**
School site: www.fultonschools.org/school/dolvin

Findley Oaks Elementary School
5880 Findley Chase Drive
Johns Creek, GA 30097
Phone: **770-497-3800**
School site: www.fultonschools.org/school/findleyoaks

Medlock Bridge Elementary School
10215 Medlock Bridge Parkway
Johns Creek, GA 30022
Phone: **770-623-2980**
School site:
http://www.fultonschools.org/school/medlockbridge

Ocee Elementary School
4375 Kimball Bridge Road
Johns Creek, GA 30022
Phone: **770-667-2960**
School site: www2.fultonschools.org/school/ocee/

Shakerag Elementary School
10885 Rogers Circle
Johns Creek, GA 30097
Phone: **770-497-3880**
School site: www.shakeragelementary.com/

State Bridge Crossing Elementary School
5530 State Bridge Road
Johns Creek, GA 30022
Phone: **770-497-3850**
School site:
www.fultonschools.org/school/statebridgecrossing

Wilson Creek Elementary School
6115 Wilson Road
Johns Creek, GA 30097
Phone: **770-497-3811**
School site: www.fultonschools.org/school/wilsoncreek

Higher Education Facilities and Campuses

ITT Technical Institute
10700 Abbotts Bridge Rd Suite 190
Johns Creek, GA 30097
678-957-8510
http://www2.itt-tech.edu/campus/school.cfm

ITT Educational Services, Inc. is a leading private college system focused on technology-oriented programs of study. ITT Technical Institute specializes in hands-on education programs that prepare students for successful careers in the fields of Technology, Business, Electronics, Design, and Criminal Justice. Courses are designed to provide students with the marketable skills they'll need to be successful in today's technology-driven workplace.

Libraries and Cultural Facilities

Fulton County Public Library System Facilities in the City of Johns Creek

1. Dr. Robert E. Fulton Regional at Ocee
   5090 Abbotts Bridge Rd., Johns Creek GA 30005-4601
   770-360-8897
   http://www.oceefriends.org/

2. Northeast/Spruill Oaks Regional
   9560 Spruill Road, Johns Creek GA 30022
   770-360-8820
   http://www.friendsofspruilloaks.org/outside_home.asp

Both libraries have Community Meeting Rooms that are available for community meetings. Both of the Johns Creek libraries are also supported by Friends of the Library organizations. These groups are made up of people who support a strong public library system for the benefit of the community.

- The Friends volunteer in libraries helping with many important tasks and projects.
- They focus public attention on library services and advocate for libraries to get the support they need.
- They sponsor programs and cultural activities to involve the community in the library.
- They enhance the library by donating important items or by funding programs that are not in the library's budget.
- Some Friends organizations hold book sales to raise money for the library.

Cultural Facilities

Cultural facilities within Johns Creek are varied, and close proximity to Atlanta offers even more opportunities to attend museums, concerts and local art exhibits. The following local cultural facilities and organizations are located in Johns Creek.

Autrey Mill Nature Preserve and Heritage Center is located at 9770 Autrey Mill Road across from Country Club of the South. It has 46 acres of ravine forest, with more than a mile of walking trails which wind past a scenic creek with rocky shoals, picturesque cliffs, mature trees, wildflowers, native plants and animal life.

The Heritage Center consists of old farmstead buildings and related exhibit pieces from around North Fulton from the late 1800's. Autrey Mill runs a popular camps program year-round. Phone: **678-366-3511**

OCEE ARTS CENTER

Ocee Arts Center is located at 6290 Abbotts Bridge Road, Building 700. The 10-year-old Center offers a wide variety of classes, workshops, and camps in visual and performing arts for children and adults year-round. Sixty-four professional instructors teach drawing, painting, ceramics and other art mediums to about 2000 participants each year.

The Center operates under a public/private partnership between the Warsaw-Ocee organization and the Fulton County Arts Council. Phone: **770-623-8448**

Additionally, Johns Creek Children's Museum, Inc. has an opening date targeted for late 2008 - 2009. The mission for this emerging not-for profit museum is to provide a safe, fun, and educational experience for kids.

There are also periodic events such as festivals and celebratory occasions that include cultural components and provide an opportunity for the community to build a sense of place through such events. One specific example is Johns Creek Founder's Day, which provides an opportunity for all residents to celebrate the history of their new city.

Water Supply and Treatment

Distribution and Treatment Systems

The Atlanta Fulton County Water Resources Commission water treatment plant (AFCWRC), located on Old Alabama Road in unincorporated North Fulton County, is jointly owned by the City of Atlanta and Fulton County. The plant was built in 1991 with an original capacity of 45 mgd. Through the operation of this plant, Fulton County supplies water to residents in North Fulton and the majority of residents in Sandy Springs. In February of 1998, the plant was expanded to its current permitted capacity of 90 (mgd). AFCWRC WTP will expand to 135 mgd by late 2008. According to the Johns Creek Interim Comprehensive Plan, the water treatment facility provides a level of service that meets the City's current needs.

The Fulton County Water Service Division supplies potable water to customers in Fulton County north of the Chattahoochee River including Roswell, Alpharetta, unincorporated North Fulton, and parts of Duluth. The County relies on Lake Lanier to supply its fresh water for residential and commercial customers. The County's Department of Public Works manages drinking water, stormwater, and wastewater. The Public Works website provides extensive information about water and some wastewater services, some of which is included herein.

The Fulton County Water Services Division is comprised of the following three sections:
1. Technical Services
2. Systems Maintenance
3. Water Protection

Technical Services

Technical Services, includes Capital Improvement Projects, Design and Construction Engineering for Water & Wastewater and Project Management. The Engineers of this section are responsible for all aspects of public water and wastewater infrastructure improvements and maintenance both in the field and in the office. In addition, the Technical Services Section is responsible for records maintenance for all water and wastewater infrastructures in Fulton County.

Systems Maintenance

The mission of the System Maintenance Group is to protect the health, safety, and welfare of County citizens by providing high quality services related to the delivery of water, the collection of wastewater, and the conveyance of storm water. This mission is accomplished by maintaining a high level of system reliability, ensuring regulatory compliance and advocating fiscal responsibility.

Water Protection

The most important role of the Water Protection Section is to provide the highest quality of services that protect the health, welfare and environmental safety of all citizens of Fulton County.
Areas of responsibility include: Environmental Compliance, Storm Water Activity Program, Contract Administration, Industrial Monitoring, Commercial Pretreatment and Water and Wastewater Laboratory Analyses. With this in mind, the County has addressed odor control at the plants and pump stations, beneficial urban reuse impacts, plant and pump station capacity issues, and effluent quality assurance.

Additionally, there is an education and outreach component that the County conducts. The mission of the Water Quality Program is to ensure superior water resources for Fulton County through effective water quality monitoring, integrated educational seminars, and enhanced public understanding of water quality and other environmental issues through active citizen participation. The Water Quality Team is committed to educating and informing the citizens about preserving water resources and providing public service. Such programs are of extreme importance in large metropolitan regions, and now more important than ever given that the drought has reached exceptional status in 2007. Continued outreach and education is planned to be a permanent component of the County's services so that all residents, businesses and consumers are armed to make the best possible decisions related to the use of water resources. The City of Johns Creek should take advantage of the offerings of these county programs.

Water Treatment Facilities

Since Fulton County maintains the water treatment facilities serving the City of Johns Creek, the County also regulates the capacity for such treatment. The degree of capacity in water and wastewater infrastructure is largely monitored by the permitted capacity (legal limit) levels of the plants. The Fulton County Board of Commissioners may enforce moratoria when the rate of development threatens to exceed the permitted level of capacity.

Table 5.1 Water Treatment Capacity

Service Area	Current Supply Capacity (mgd)	Water Demand Range: permit level at mgd	Net Supply Capacity Needs in 2020
North Fulton	45 (a)	87 to 72	-42 to-27

a: Fulton County and Atlanta share at 45mgd
Source: Fulton County Public Works

Areas of rapid growth in Fulton County are tracked by monitoring water demand, sewer flows, the increase in number of new accounts added to the system, zonings, increases in population and households as well as population and household forecasts. Fulton County identified the Georgia 400 corridor through the City as a high growth area. The Fulton County plan forecasts a surplus in the capacity of water treatment in the amount of 8 to 14 mgd in the year 2020.

CITY OF JOHNSCREEK

Fulton County, Georgia

Water Mains

Milton

Alpharetta

Forsyth County

Suwanee

Roswell

Sandy Springs

Gwinnett County

Norcross

Berkeley Lake

Duluth

Johns Creek

Ocee Park

Newtown Park

Autrey Mill Nature Preserve

Shakerag Park

CRNRA McGinnis Ferry Unit

CRNRA Abbotts Bridge Unit

CRNRA Suwanee Creek Unit

CRNRA Jones Bridge Unit

CRNRA Medlock Bridge Unit

Chattahoochee River

Legend

- Traffic Signal
- Traffic Signal Flasher

Water Main Size

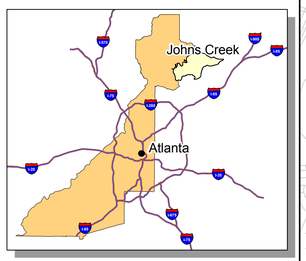
- 8 in
- 10 in
- 12 in
- 16 in
- 20 in
- 24 in
- 30 in
- 36 in
- 42 in
- 48 in
- 54 in
- State Route
- Primary Street
- Creeks and Rivers
- Water Body
- Park
- Johns Creek City Limit

N W E S

0 500 1,000 2,000 3,000 4,000 5,000 Feet

0 0.25 0.5 1 Miles

1 inch equals 1,500 feet



Revision Date:
September 14, 2007

This map has been compiled from the most accurate source data from Fulton County and the City of Johns Creek. However, this map is for informational purposes only and is not to be interpreted as a legal document. The City assumes no legal responsibility for the information shown on this map. For inquiries please contact the City of Johns Creek.

X:\GIS\PublicWorks\Utilities\Water_Main\mxd\JohnsCreek_WaterMains.mxd Chorace

Wastewater System

The North Fulton Wastewater System consists of four wastewater facilities (Big Creek, Johns Creek, Cauley Creek, and Little River) and their associated collection and conveyance systems. The Big Creek, Johns Creek and Cauley Creek service areas are interconnected and jointly make up the largest wastewater collection and treatment system in unincorporated Fulton County. The Fulton County wastewater system currently serves a land area of more than 280 square miles. Six wastewater treatment facilities are currently permitted to treat a combined total average flow of approximately 45 million gallons per day. The extensive collection system consists of more than 1,600 miles of gravity sewer pipelines and 42 wastewater pump stations with associated force main pipelines. The County also treats wastewater flows from neighboring Forsyth, Cherokee, Cobb, and DeKalb Counties.

Big Creek and Johns Creek: The Big Creek Plant was originally constructed in 1969 with a design capacity of 0.75 mgd. The plant has been expanded numerous times and has a current capacity of 24 mgd. The Johns Creek WPCP was originally constructed in 1980 with an average design capacity of 5 mgd. The plant was expanded in 1992 to a permitted discharge capacity of 7 mgd. These two plants are combined now and serve the majority of sewered North Fulton.

Cauley Creek: Cauley Creek is served by existing pump stations in the Johns Creek system. After the expansion of the plant, reclaimed water distribution system will provide onsite spray and drip irrigation fields to local golf courses, churches, parks, and sports fields at various public schools.

Little River: The Little River collection system consists solely of gravity sewers from residential neighborhoods and commercial areas. All flows from neighboring Cherokee County are pumped to the plant from the River Oaks pump station. This pump station is operated and maintained by Cherokee County. Long term plans are to decommission the Little River plant.

Table 5.2

Water Pollution Control Plant	Responsible Entity	Capacity	Service Area	Primary Land Uses
Big Creek Water Reclamation Facility	Fulton County Public Works	24 mgd	North Fulton County, portions of Cobb, DeKalb, and Forsyth Counties	Residential, commercial
Johns Creek Water Pollution Control Plant	Fulton County Public Works	7 mgd	Large portions of Sandy Springs, Roswell	Residential, commercial
Cauley Creek Water Reclamation	Fulton County Public Works	2.5 mgd (5 mgd w/increase)	Johns Creek and Shakerag in Northeast Fulton County	Residential
Little River Water Pollution Control Plant	Fulton County Public Works	0.85 mgd	Mountain Park and nearby communities in Northwest Fulton, parts of Cherokee Co.	Residential, commercial
Camp Creek Water Pollution Control Plant	Fulton County Public Works	13 mgd (24 mgd w/increase)	South Fulton County	Residential, industrial
Little Bear Creek Water Pollution Control Plant	Fulton County Public Works	0.1 mgd	Crossroads subdivision in South Fulton County	Residential

Source: Interim Johns Creek Comprehensive Plan (Fulton County Department of Public Works)

Availability of sewer affects the density of development. Areas without sewer service must rely on septic system. Fulton County Health Department regulations require one acre of usable land for residential use.

6. INTERGOVERNMENTAL COORDINATION

This section describes how Johns Creek local government and Fulton County government agencies coordinate their activities.

Adjacent Local Governments

The City of Johns Creek is the third most populous City in Fulton County. The City of Johns Creek is bounded on the north by Forsyth County, on the east by Gwinnett County, on the south by the Chattahoochee River and on the west by the cities of Roswell and Alpharetta.

Since there is no longer any portion of unincorporated Fulton County adjacent to Johns Creek, any land use issues that arise will likely be with a neighbor, which could include the City of Alpharetta, the City of Roswell, or Forsyth County. The City of Johns Creek has a unique opportunity to establish working relationships with each of these municipalities and should do so prior to any potentially controversial issues arise.

The City of Johns Creek has established interdepartmental communication similar to that used by Fulton County, and was regularly in communication with community groups, the ARC, and the DCA in the creation if the Interim Plan.

Service Delivery

Integrating the comprehensive plans of the municipalities follows the intent of the Local Government Service Delivery Strategy Act (House Bill 489), enacted in 1997 by the Georgia General Assembly.

A principal goal of the Service Delivery Strategy Act adopted by the State Legislature in 1997 is to increase cooperation between local governments in developing compatible land use plans and resolving potential land use disputes. Fulton County has maintained tax and land use records for unincorporated Fulton County; during the transition of Johns Creek into a new City, there will likely be service delivery challenges and opportunities for the City and County to develop new ways to work together so that the service goals of both parties are met.

During the development of the Fulton County Plan, and on an ongoing basis, the staff of Fulton County maintained dialogues with internal, regional, and state representatives. These meetings largely involved interdepartmental communication within the Fulton County government, as well as with regional and state organizations, such as the Atlanta Regional Commission (ARC) and the State Department of Community Affairs (DCA).

The City has intergovernmental agreements with Fulton County for the following Services:

- Water and Wastewater
- Police (24 month)
- Fire and Rescue (24 month)
- Animal Control
- 911 (24 month)

Water and Wastewater

- The existing demand has resulted in near capacity levels for wastewater treatment capacity. The County's existing facilities and services will not be able to accommodate the future needs of the community.

Stormwater Management

- The stormwater infrastructure is beyond capacity in North Fulton. Achieving adequate capacity level is considered feasible if current stormwater activities are increased and if the stormwater utility in Northeast Fulton is implemented.
- Stormwater Utility User Fee in order to collect funds for the construction of stormwater infrastructure and the implementation of a Stormwater Utility in the Northeast Fulton Stormwater Management District will provide the ability to address stormwater management needs.

Water Authorities and districts

The Local Government Service Delivery Strategy Act does not require that the water authority adopt the service delivery strategy. However, the Act bars them from receiving any state funds or permits for projects that are inconsistent with the strategy. Therefore, it is in the best interest of the authorities to work with local governments, become familiar with their adopted strategy, and operate their utilities consistent with the adopted service delivery strategy. Additionally, the Act encourages utility authorities to work with local governments as they develop their service delivery strategies, since they will typically have essential background information necessary to establish rational infrastructure policies and plan future service expansion projects. Though Fulton County Public Works, rather than an authority, provides the bulk of water services for Johns Creek, there are neighboring water authorities in Gwinnett, and Cobb counties that interact and should work together on a regular basis.

In response to significant current and projected water demands, the Metropolitan North Georgia Water Planning District was established on April 5, 2001 (2001 S.B. 130). The general purposes of the District are to establish policy, create plans, and promote intergovernmental coordination for all water issues in the district; to facilitate multi-jurisdictional water related projects; and to enhance access to funding for water related projects among local governments in the district area. The purposes of the District are to develop regional and watershed-specific plans for stormwater management, wastewater treatment, water supply, water conservation, and the general protection of water quality. These plans will be implemented by local governments in a 16-county area.

Fulton County Board of Education

Johns Creek has an ongoing relationship with the Fulton County Board of Education (BoE). The Fulton County BoE oversees Fulton County Public Schools (FCPS), which serves the area of Fulton County outside the city limits of Atlanta, including the city of Johns Creek, a formerly unincorporated portion of Fulton County.

Through this relationship, Fulton County Development staff and FCPS staff regularly worked together to coordinate planning activities. Since Johns Creek now has its own Community Development Department, the city staff will be working directly with the FCPS on planning issues.

One option is to piggy back onto the process already in place between county staff and FPCS, but ultimately, the Johns Creek staff must determine the best methods of communication and coordination. They should meet on a regular basis to discuss common areas of concerns including demographic data, impacts of pending developments and new school locations. FCPS staff might request to be notified and have the opportunity to comment on re-zoning applications. Johns Creek staff may also look to facilitate meetings with developers to discuss joint concerns and on some occasions to facilitate discussions about new school locations within developments.

Capital Improvement Program and the Comprehensive Plan

Johns Creek has established a linkage between the Comprehensive Plan and Capital Improvement Program to coordinate capital improvement expenditures in an appropriately prioritized and justified approach. The Department of Community Development is working closely with the staff from the City Management and Finance team to ensure appropriate work on the Capital Improvement Budget includes consideration for all community development projects and staffing needs.

Atlanta Fulton County Water Resources Commission

The Atlanta Fulton County Water Resources Commission (AFCWRC) was established by the Board of Commissioner at a special call meeting in May 1986. The Commission oversees issues relating to a contract signed between the City of Atlanta and Fulton County for the provision of water to the residents of North Fulton County, including the North Fulton municipalities, and the majority of residents in Sandy Springs.

The Commission consists of seven members; the Mayor of Atlanta, the President of the Atlanta City Council, one Atlanta City Council member as selected by the President of the City Council and approved by the Mayor, the Chair of the BoC, two commissioners from the BoC as selected by the BoC and finally a Chairperson elected by the Commission itself. The Fulton County Department of Public Works is the department with responsibility for coordinating with the AFCWRC, as referenced in the Community Facilities and Services Section of this Appendix.

Sheriff

The Sheriff is by state law, the Chief Law Enforcement Officer of Fulton County. This office is responsible for acting as a protector of the peace and protects the lives, health and property of all citizens of the county. The Sheriff has total administration and operational responsibilities for the Fulton County Jail, the principal detention facility of the county. Security is also provided to all courtrooms and judges as required by law.

The Sheriff's office serves writs, summons and subpoenas. It also places levies on and sells confiscated properties, collects fines imposed by the courts, and is the custodian of large sums of trust fund money assigned from Superior Court. The Sheriff or a designated deputy must approve all appearance bonds and some types of civil bonds.

The Sheriff is responsible for the safe transport of prisoners to penal institutions inside or outside the State of Georgia from the Fulton County jail, and for the transfer of mental patients to the Georgia Regional Hospital and Central State Hospital.

Tax Assessors

The Fulton County Board of Assessors was established by state law to appraise and assess all real and tangible business personal property on an annual basis. The five member Board of Assessors creates and maintains a fair and equitable tax digest. To maintain the accuracy and integrity of this property tax digest, the Board of Assessors conducts annual assessments. Appeals of these assessments are resolved by the Board of Assessors, by further appeal to the Board of Equalization, arbitration, or as the final step, appeal to the Superior Court.

Tax Commissioner

The Tax Commissioner is required by law and contract to collect current year and delinquent taxes on all real and personal property. Taxes to be collected are levied by the cities of Atlanta, Mountain Park, East Point, Fulton County, Atlanta Board of Education, Fulton County Board of Education and the State of Georgia. The Commissioner sells state motor vehicle license tags, collects the ad valorem tax on these vehicles, and processes motor vehicle title registrations and transfers. Motor vehicle taxes are collected for all municipalities in the county.

Coordination with County, Regional, and State Transportation Agencies and departments is discussed in the Transportation section of this Appendix.

7. TRANSPORTATION

The purpose of this section is to provide an inventory of existing transportation conditions and an assessment of transportation needs through the year 2030 for the City of Johns Creek. This Transportation Needs Assessment includes consideration of automobile, transit, pedestrian, and bicycle travel modes. A wide range of planning tools, techniques and methods were employed to gain a thorough understanding of Johns Creek transportation needs. The activities include:

- Engaging the public through coordination with the Transportation Subcommittee
- Reviewing existing planning documents related to Johns Creek
- Using spatial and statistical analysis to analyze various transportation system elements
- Examining existing and future transportation conditions using the Atlanta Regional Commission (ARC) travel demand model for the City of Johns Creek transportation network
- Identifying existing and future transportation needs as well as issues.

The transportation needs assessment presents information on needs identified through both qualitative and quantitative assessments of Johns Creek's transportation system.

Role of Transportation in the Community

Transportation provides a vital role to the community in providing internal and external connections for residents and businesses. The presence or absence of various transportation modes within a community can influence the way citizens interact with each other and access services within the community. Under the right land use conditions and available transportation modes, a congested corridor with sidewalks may become a walkable area, or a community with transit access may leave their car at home for peak hour commuting. Increased land use density is frequently correlated with increased use of transit and other alternative modes. A transportation network that supports moving people from one place to another in minimal time and maximum safety enhances the quality of life for the community. Embracing and integrating all transportation modes, and encouraging them under the right conditions and places, can create a mosaic of multi-modal travel options necessary to accommodate ever-increasing traffic demand and congestion on existing roadways.

Figure T-1: Johns Creek and the Surrounding Area

Relation of Johns Creek Planning to Atlanta Regional Commission

Johns Creek is a city located within Fulton County. The City is part of the Atlanta Region, which encompasses 18 counties in the metropolitan Atlanta area. These counties are part of the Atlanta Regional Commission (ARC), which serves as the Metropolitan Planning Organization (MPO) for the Atlanta Region. ARC provides demographic and transportation forecasts for a 20 county area that includes those areas in non-attainment for federal air quality standards. Therefore, the ARC travel demand model encompasses this 20 county area. Figure T-1 shows the City of Johns Creek within the surrounding portion of the Atlanta Region.

Transportation and Air Quality

Mobile pollutant emissions from traffic are a major contributor to common air pollutants in north Georgia. These include ozone and particulate matter. The National Environmental Protection Agency (NEPA) has set standards for air quality that have not been met for several years in the Atlanta Region. In order to maintain eligibility for federal transportation funds, the ARC Regional Transportation Plan (RTP) must demonstrate that it will lead to conformity with air quality standards. This is accomplished through pollution modeling based on output from the regional travel demand model. Thus, linkage of transportation needs and improvement recommendations to the ARC travel demand model is critical to maintaining air quality conformity.

Existing Plans Review

To obtain a thorough understanding of previous planning efforts in the City of Johns Creek, a review and analysis of current plans was performed. This in-depth knowledge is crucial to ensuring that the multimodal Transportation Master Plan builds on previous work to the furthest extent possible. This section serves to summarize the other planning efforts affecting Johns Creek. The following studies have been reviewed and are briefly discussed:

- Focus Fulton 2025 Comprehensive Plan
- Fulton County Comprehensive Transportation Plan (CTP)
- ARC's RTP/TIP
- ARC's Congestion Management Process (CMP)
- GRTA Regional Transit Action Plan (RTAP)
- Transportation Planning Board (TPB) Regional Transit Plan
- ARC's Atlanta Regional Freight Mobility Plan
- ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plans (2002 and 2007 Bike/Ped Plans)

Summary

The primary purpose of these various plans is to provide policies and projects that guide and manage multi-modal transportation in the County and Metro Atlanta area in the context of future growth. Although these strategies and/or projects may be adequate and satisfy the needs and desires of Fulton County and/or Metro Atlanta, some of the strategies or plans may not be applicable or adequate to serve the unique needs of Johns Creek. Nevertheless, a good portion of the planned

projects and policies outlined for Fulton County and/or Metro Atlanta serve as a good starting point for Johns Creek and its Transportation Master Plan.

Figure T-2 shows the Johns Creek Capital Improvement Projects. As shown in Figure T-2, most of the intersection improvements will occur in the next five years and most of the road capacity projects will occur beyond the next five years. Figure T-3 shows the Johns Creek Multi-use Trail Map, adopted from the Fulton County Greenway Plan.

Focus Fulton County 2025 Comprehensive Plan

The Focus Fulton 2025 Comprehensive Plan was approved by the Fulton County Board of Commissioners on November 2, 2005. Focus Fulton is Fulton County's Comprehensive (2005-2025) Plan intended to guide the growth of Fulton County in accordance with public and stakeholder values.

The Comprehensive Plan establishes policies, strategies, and a framework intended to support varying conditions in the County over the next 20 years. Within the Comprehensive Plan are the elements required by the state's Department of Community Affairs (DCA).

Figure T-2: Johns Creek CIP

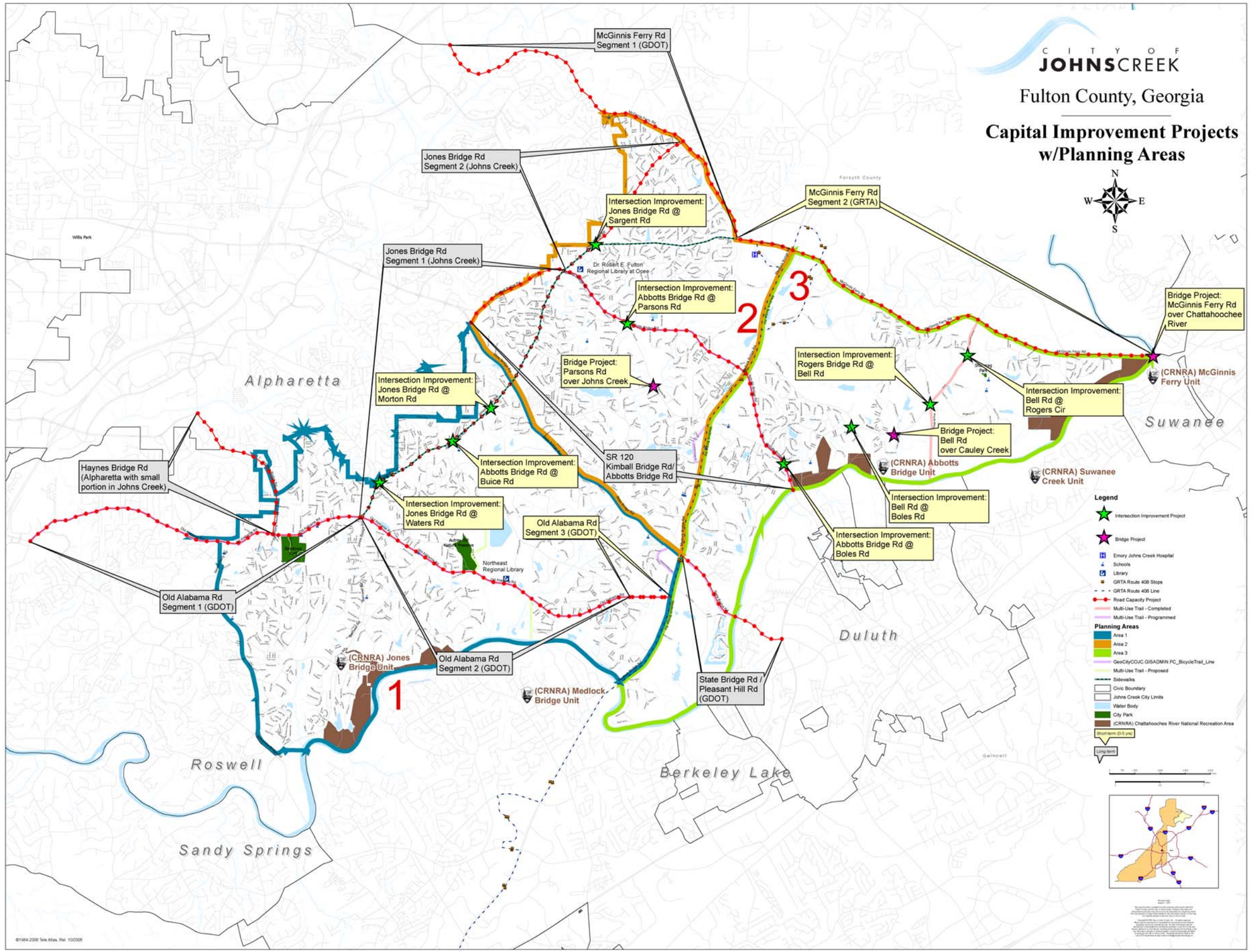
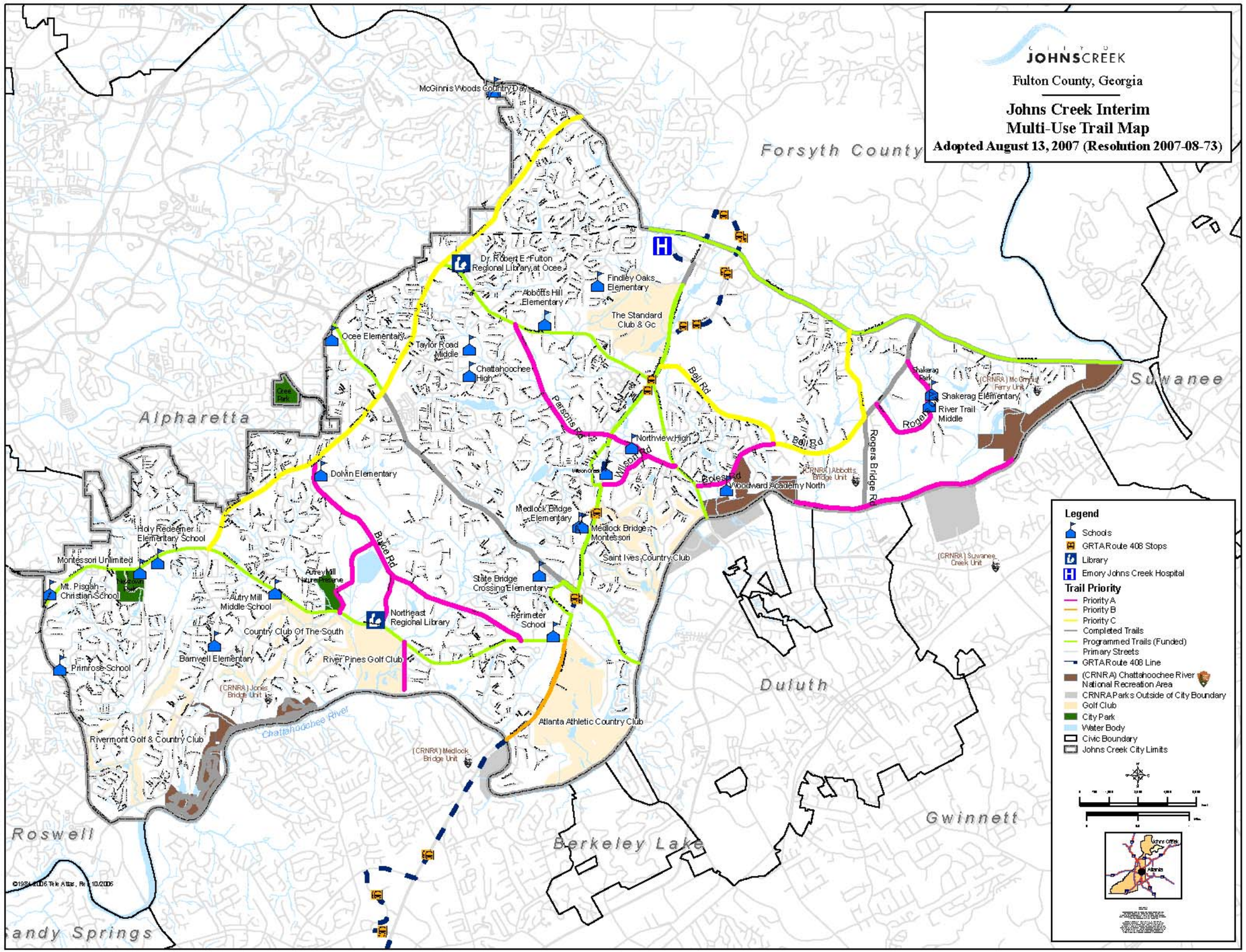


Figure T-3: Johns Creek Multi-use Trail Map



In the Transportation Element of Focus Fulton, there are five goals (5) and policies outlined for Fulton County. The five goals are as follows:

1. Promote bicycling and walking as transportation options in urban, suburban and rural areas of the county
2. Develop as interconnected roadway network and improve the efficiency of the existing transportation network
3. Plan County road improvements in anticipation of future needs as well as for the amelioration of existing deficiencies
4. Promote and encourage transit use
5. Provide for the coordination of transportation plans and programs among the appropriate land use and transportation planning organizations

One of the main purposes of this Transportation Element is to provide policies that guide and manage transportation in the County in the context of future growth. Although these goals and strategies may be adequate and satisfy the needs and desires of Fulton County, some of the goals and strategies may not be applicable or desired by the City of Johns Creek. Nevertheless, the transportation goals outlined for Fulton County serve as a good starting point for Johns Creek.

Within the Focus Fulton 2025 Comprehensive Plan, there is a Capital Improvement Plan (CIP) list. Twelve (12) short-range improvement projects included on the list have an ARC number and others have been included in Johns Creek CIP. This leaves approximately twenty-seven (27) capital improvement projects in Johns Creek with a Fulton County project number that have not been carried forward in the ARC RTP or the City of Johns Creek CIP. These projects include a variety of improvements such as ATMS, bike/ped, bridge, intersection, sidewalks and multi-use trails, and road widening. These projects are shown in Table 7.1. There are four (4) ATMS projects designated for Abbott's Bridge Road, Jones Bridge Road, Old Alabama Road, and State Bridge Road. There are three (3) bike projects, one (1) sidewalk project, and one multi-use trail project along the Chattahoochee River. There are eighteen (18) intersection and roadway improvements listed.

Figure T-4 is an excerpt from the Plan that shows the functional classification of roadways within North Fulton County. At the time of this writing, Johns Creek has adopted functional classifications, which are different from GDOT's functional classification shown in Figure T-5. Johns Creek Functional Classification is shown in Figure T-11 in the Roadway Capacity and Safety Needs Assessment Section.

Table 7.1 Focus Fulton County 2025 CIP (without ARC # nor on Johns Creek CIP)

Fulton 2025 Project #	Description	From	To	Type
P040	Abbotts Bridge Rd	Kimball Bridge Rd/Jones Bridge Rd	Gwinnett Co Line	ATMS
P055	Jones Bridge Rd	Old Alabama Rd	McGinnis Ferry Rd	ATMS
P057	Old Alabama Rd	Nesbit Ferry Rd	Medlock Bridge Rd	ATMS
P063	State Bridge Rd	Kimball Bridge Rd	Chattahoochee River	ATMS
P094	Kimball Bridge Rd	Alpharetta City Limits	Jones Bridge Rd	Bike Lane
P104	Rivermont Pkwy	Barnwell Rd	Holcomb Bridge Rd	Bike Lane
P106	Sargent Rd	Jones Bridge Rd	McGinnis Ferry Rd	Bike Lane
P012	Abbotts Bridge Rd at Medlock Bridge Rd	n/a	n/a	Intersection Improvements
P019	Old Alabama Rd at Nesbit Ferry Rd	n/a	n/a	Intersection Improvements
P180	Medlock Bridge Rd at Bell Rd	n/a	n/a	Intersection Improvements
P341	Medlock Bridge Rd at Johns Creek Pkwy	n/a	n/a	Intersection Improvements
P342	Sargent Rd at Findley Rd	n/a	n/a	Intersection Improvements
P343	McGinnis Ferry Rd at Concord Hall Dr	n/a	n/a	Intersection Improvements
P344	Jones Bridge Rd at McGinnis Ferry Rd	n/a	n/a	Intersection Improvements
P345	Findley Rd at Findley Oaks Elem School	n/a	n/a	Intersection Improvements
P346	Medlock Bridge Rd at Findley Rd	n/a	n/a	Intersection Improvements
P350	Parsons Rd at Wilson Rd	n/a	n/a	Intersection Improvements
P352	Buice Rd at Autry Mill Rd	n/a	n/a	Intersection Improvements
P353	Buice Rd at Spruill Rd	n/a	n/a	Intersection Improvements
P354	Old Alabama Rd at Buice Rd	n/a	n/a	Intersection Improvements
P356	Old Alabama Rd at Spruill Rd	n/a	n/a	Intersection Improvements
P358	McGinnis Ferry Rd at Johns Creek Pkwy	n/a	n/a	Intersection Improvements
P360	Medlock Bridge Rd at Old Alabama Rd	n/a	n/a	Intersection Improvements
P199	Chattahoochee River Multi-use Trail along N Fulton Border	n/a	n/a	Multi-use Bike/Ped Facility
P252	Jones Bridge Rd	Old Alabama Rd	Forsyth Co Line	Sidewalks
P299	Medlock Bridge Rd	Chattahoochee River	Forsyth Co Line	Road Capacity
P306	Sargent Rd	Jones Bridge Rd	McGinnis Ferry Rd	Road Capacity

Figure T-4: Excerpt from Focus Fulton County 2025 Functional Classification

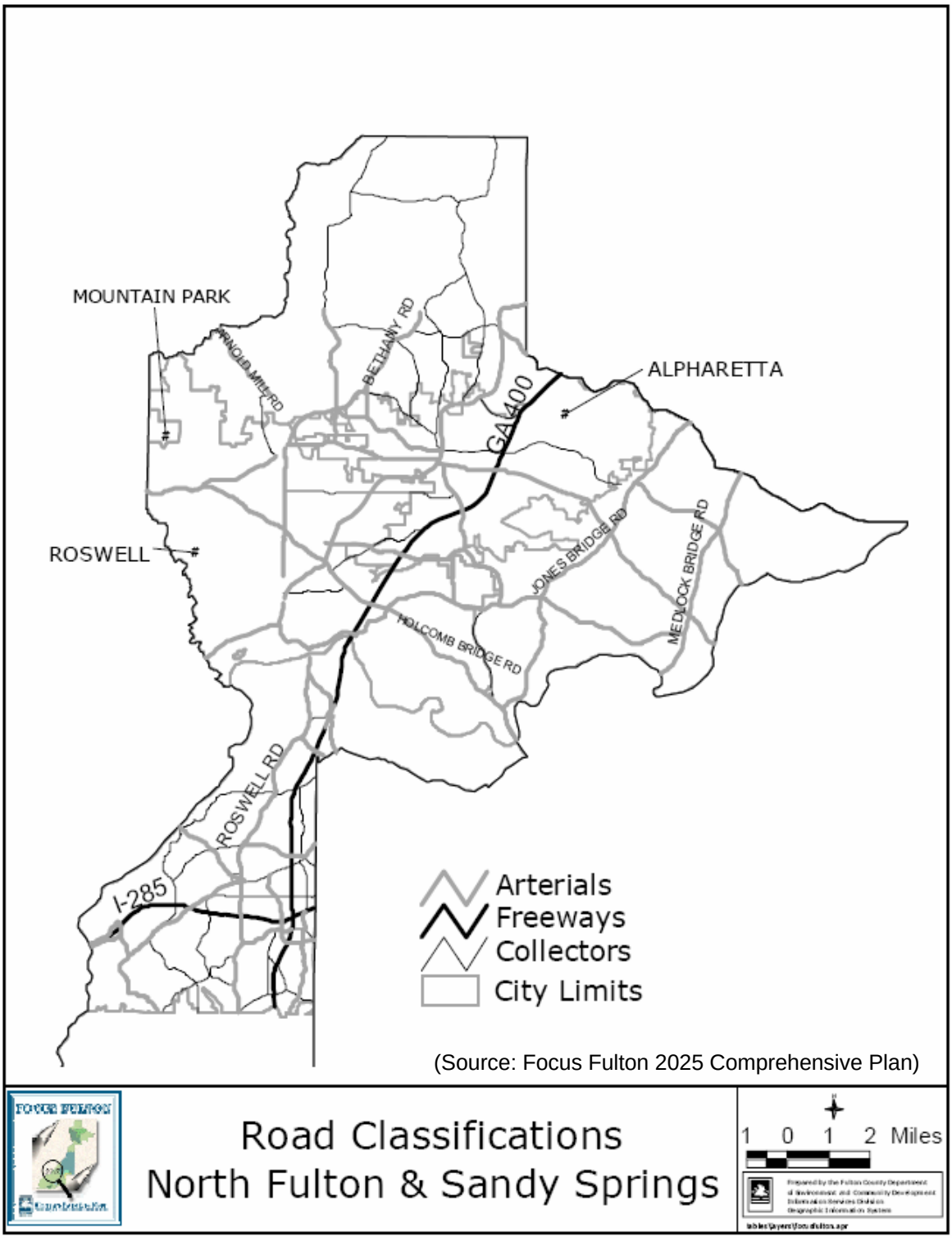
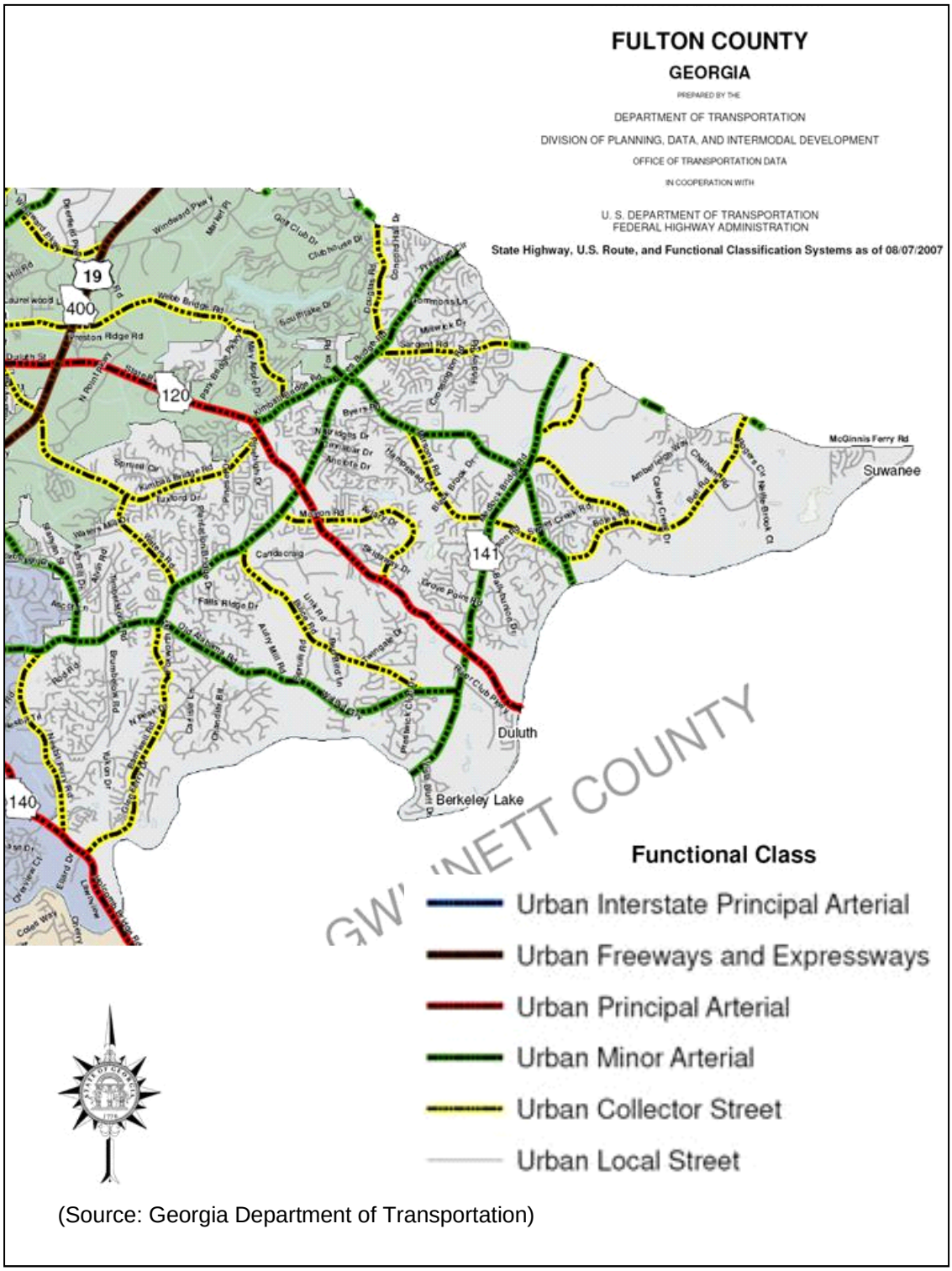


Figure T-5: Excerpt from GDOT's Functional Classification



(Source: Georgia Department of Transportation)

As shown in Figure T-4, the following roadways in Johns Creek are classified as an arterial under the Fulton County road classification system: Medlock Bridge Road (SR 141); Jones Bridge Road; Abbotts Bridge Road; State Bridge Road; and Old Alabama Road.

As shown in Figure T-5, the following roadways in Johns Creek are classified as such under the GDOT road classification system:

- Urban Minor Collector – Bell Road, Johns Creek Parkway, Boles Road, Parsons Road, Sargent Road, Buice Road, Morton Road, and Barnwell Road.
- Urban Minor Arterial – Medlock Bridge Road (SR 141), Jones Bridge Road, portions of McGinnis Ferry Road, Abbotts Bridge Road/Kimball Bridge Road, Old Alabama Road, and Haynes Bridge Road.
- Urban Principal Arterial – State Bridge Road.

The Johns Creek local functional classification system is similar to the GDOT classifications. However it does not distinguish between principal and minor arterial classification and includes Morton Road or the section of Parsons Road between Medlock Bridge Road and Abbotts Bridge Road as local roads rather than collector roads. See Figure T-11 in the Roadway Capacity and Safety Needs Assessment Section.

Fulton County Comprehensive Transportation Plan

The Fulton County Comprehensive Transportation Plan (CTP) was adopted by the Fulton County Board of Commissioners on January 3, 2001. Although this plan preceded the Focus Fulton 2025 Plan, it provided a transportation framework that should be considered in moving the Plan for Johns Creek forward. The CTP is designed to manage the existing and future transportation demands on County roads through policy, reflecting the desires and goals of the County and public.

There are four planning areas in the CTP: South Fulton, Southwest Fulton, North Fulton, and Sandy Springs. Johns Creek was apart of the North Fulton planning area. The CTP addresses each planning area independently to identify their unique needs and objectives, performance measures, and recommended projects.

The framework for developing the Plan was as follows:

- Accommodate current and future mobility and accessibility needs for goods and people through the development of a balanced, safe and efficient multimodal transportation system.
- Ensure coordination and consistency with economic development policies, land use plans, regional plans, and local plans.
- Provide a system that is reflective of citizen needs, concerns and quality of life issues and is sensitive to environmental, historical, and cultural resources.
- Address needs of individual planning areas while developing a comprehensive and integrated transportation system.

Although this framework is intended for Fulton County and planning areas (such as North Fulton which encompass Johns Creek), the strategies and objectives detailed to satisfy the framework and identified in this 2001 CTP may not be applicable or desired in 2007 the citizens of Johns Creek

ARC's RTP and TIP

The Regional Transportation Plan (RTP) is a long-range plan which includes projects such as bridges, bicycle paths, sidewalks, transit services, new and upgraded roadways, safety improvements, transportation demand management initiatives and emission reduction strategies. The RTP covers a minimum planning horizon of 20 years and should be updated every four years in areas which do not meet federal air quality standards in accordance with federal requirements.

The Transportation Improvement Program (TIP) allocates federal funds for the highest priority transportation projects in the near term of the Regional Transportation Plan (RTP). The TIP must be consistent with the long-range objectives of the RTP and must be financially constrained.

There are twelve (12) short-range projects and eight (8) long range projects in the City of Johns Creek. These projects are shown in Figure T-6 and are summarized in Table 7.2.

Of the short-range projects, nine are intersection improvements, ranging from one, or the combination, of the following types of improvements: adding turn lanes, signalization, drainage improvements, sight distance improvements, and the addition of sidewalks. The other short-range improvements include a four mile multi-use path greenway along Medlock Bridge Road (SR 141), a road widening and bridge widening on McGinnis Ferry Road.

Figure T-6 ARC RTP TIP

Table 7.2 ARC's RTP/TIP (2008-2013) in Johns Creek

ARC Number	Description	From	To	Status	Type	Open Year	Cost
FN-AR-BP076A	Phase 1 of Johns Creek Greenway (along Medlock Bridge Road)	Findley Rd	Old Alabama Rd	Programmed	Multi-use Bike/Ped Facility	2009	$6,400,000
FN-AR-BP076B	Phase 2 of Johns Creek Greenway	TBD	TBD	Programmed	Multi-use Bike/Ped Facility	2010	$2,500,000
FN-003A	SR 120 (Kimball Bridge Road / Abbotts Bridge Road)	State Bridge Rd/Old Milton Pkwy	Peachtree Industrial Boulevard	Long Range	Road Capacity	2020	$54,800,000
FN-031B	Haynes Bridge Rd	Mansell Rd	Old Alabama Rd	Long Range	Road Capacity	2020	$12,900,000
FN-049A	Jones Bridge Road (Segment 1)	Old Alabama Rd	SR 120 (Abbotts Bridge Rd/Kimball Bridge Rd)	Long Range	Road Capacity	2030	$23,500,000
FN-049B	Jones Bridge Road (Segment 2)	SR 120 (Abbotts Bridge Rd/Kimball Bridge Rd)	McGinnis Ferry Rd	Long Range	Road Capacity	2030	$7,500,000
FN-123A	Old Alabama Rd (Segment 1)	SR 140 (Holcomb Bridge Rd)	Jones Bridge Rd	Long Range	Road Capacity	2020	$38,900,000
FN-123B	Old Alabama Rd (Segment 2)	Jones Bridge Rd	Buice Rd*	Long Range	Road Capacity	2020	$42,000,000
FN-195	Bell Rd at Rogers Bridge Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2011	$2,400,000
FN-196	Jones Bridge Rd at Morton Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2012	$1,000,000
FN-197	Jones Bridge Rd at Waters Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2012	$1,200,000
FN-207	Bell Rd at Rogers Circle Rd (northern intersection)	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2011	$1,600,000
FN-223	Jones Bridge Rd at Buice Rd	n/a	n/a	Programmed	Intersection Upgrade - Turn lanes	2012	$1,200,000
FN-225	State Bridge Rd/Pleasant Hill Rd	SR 141 (Medlock Bridge Rd)	Peachtree Industrial Boulevard	Long Range	Road Capacity	2030	$9,900,000
FN-233A	McGinnis Ferry Rd (Segment 1)	Union Hill Rd	Sargent Rd	Programmed	Road Capacity	2020	$48,600,000
FN-233C	McGinnis Ferry Rd at Chattahoochee River	n/a	n/a	Programmed	Bridge Capacity	2009	$5,700,000
FN-236	SR 120 (Abbotts Bridge Rd) at Boles Rd	n/a	n/a	Programmed	Intersection Upgrade - Signals and turn lanes	2011	$1,000,000
FN-238	Bell Rd at Boles Rd	n/a	n/a	Programmed	Intersection Upgrade - Signals and turn lanes	2011	$1,000,000

The seven (7) long range projects all involve road widening. These roadways include State Bridge Road, Haynes Bridge Road, Jones Bridge Road (two segments), Old Alabama Road (two segments), and Kimball Bridge Road / Abbotts Bridge Road (SR 120). With the exception of State Bridge Road which is planned to be widened to six lanes, all other roadways are planned to be widened to four lanes.

ARC's Congestion Management Process

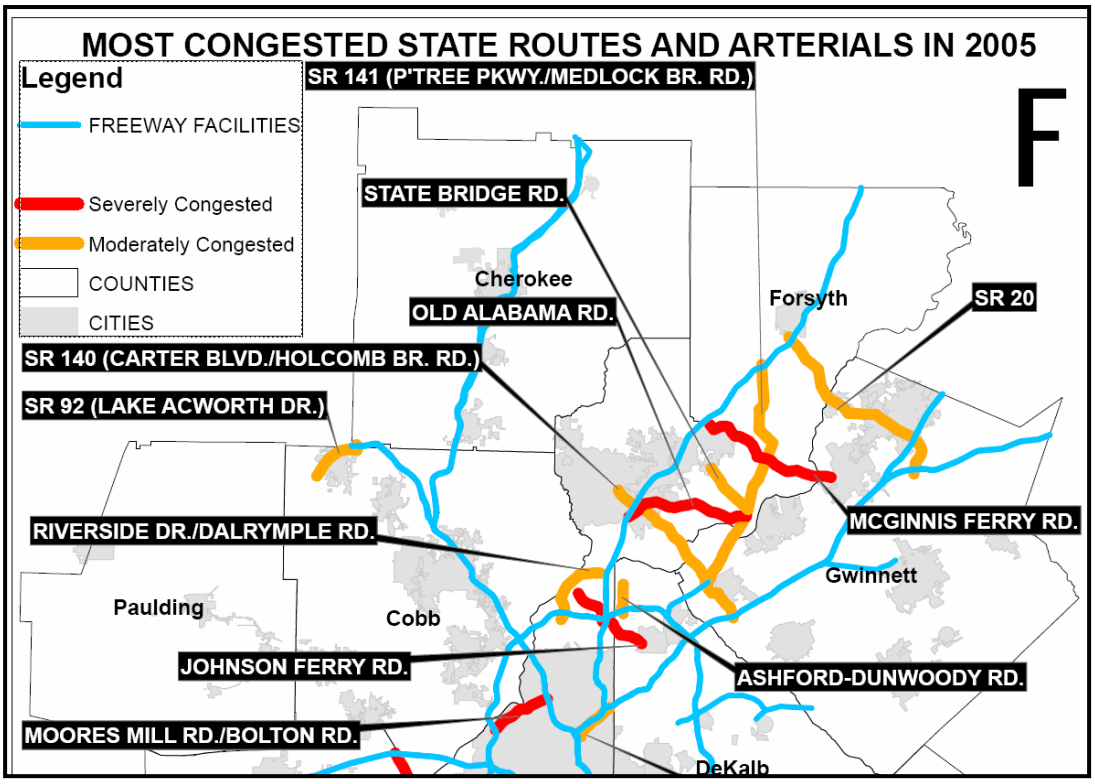
The Congestion Management Process (CMP) identifies existing congested facilities within the metropolitan area and makes recommendations to mitigate the congestion in conjunction with a monitoring schedule to oversee progress in accordance with federal requirements.

The following roadways in Johns Creek were monitored in the 2005 CMP: McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Old Alabama Road, Medlock Bridge Road, and Jones Bridge Road. An excerpt from the CMP is shown in Figure T-7.

Four (4) of the Atlanta region's most congested corridors in the Year 2005 are within the City of Johns Creek:

- Old Alabama Road (Severely Congested)
- McGinnis Ferry Road (Severely Congested)
- State Bridge Road (Moderately Congested)
- Medlock Bridge Road (Moderately Congested)

Figure T-7: Excerpt from ARC's CMP in Johns Creek



Theses congested corridors were identified using evaluation criteria that addressed the intensity, duration, and the extent of congestion. Measures to determine such parameters of congestion included travel time indexes, total daily congested hours, and total vehicle delay percentage.

GRTA Regional Transit Action Plan

The Regional Transit Action Plan (RTAP) is a framework for the metro Atlanta region to help create more transportation choices. RTAP is a two year study that recommends an integrated and seamless public transportation network for the Atlanta region. The RTAP study began in November, 2001, and was adopted on June 30, 2003. RTAP has developed a long-range transit action plan for the 13-county non-attainment area.

Potential improvements identified in RTAP have positive implications on the multi-modal transportation network in Johns Creek. An arterial Bus Rapid Transit (BRT) project is planned for State Bridge Road within Johns Creek, that is intended to be apart of a BRT corridor linking Marietta and Lawrenceville. An expanded local bus system is proposed along McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Old Alabama Road, Jones Bridge Road, and Medlock Bridge Road. The local bus routes would serve to connect local residents and workers in Johns Creek to Duluth, Norcross, Roswell, and Alpharetta. An excerpt from RTAP is shown in Figures T-8 and T-9 to provide a graphical overview of these projects.

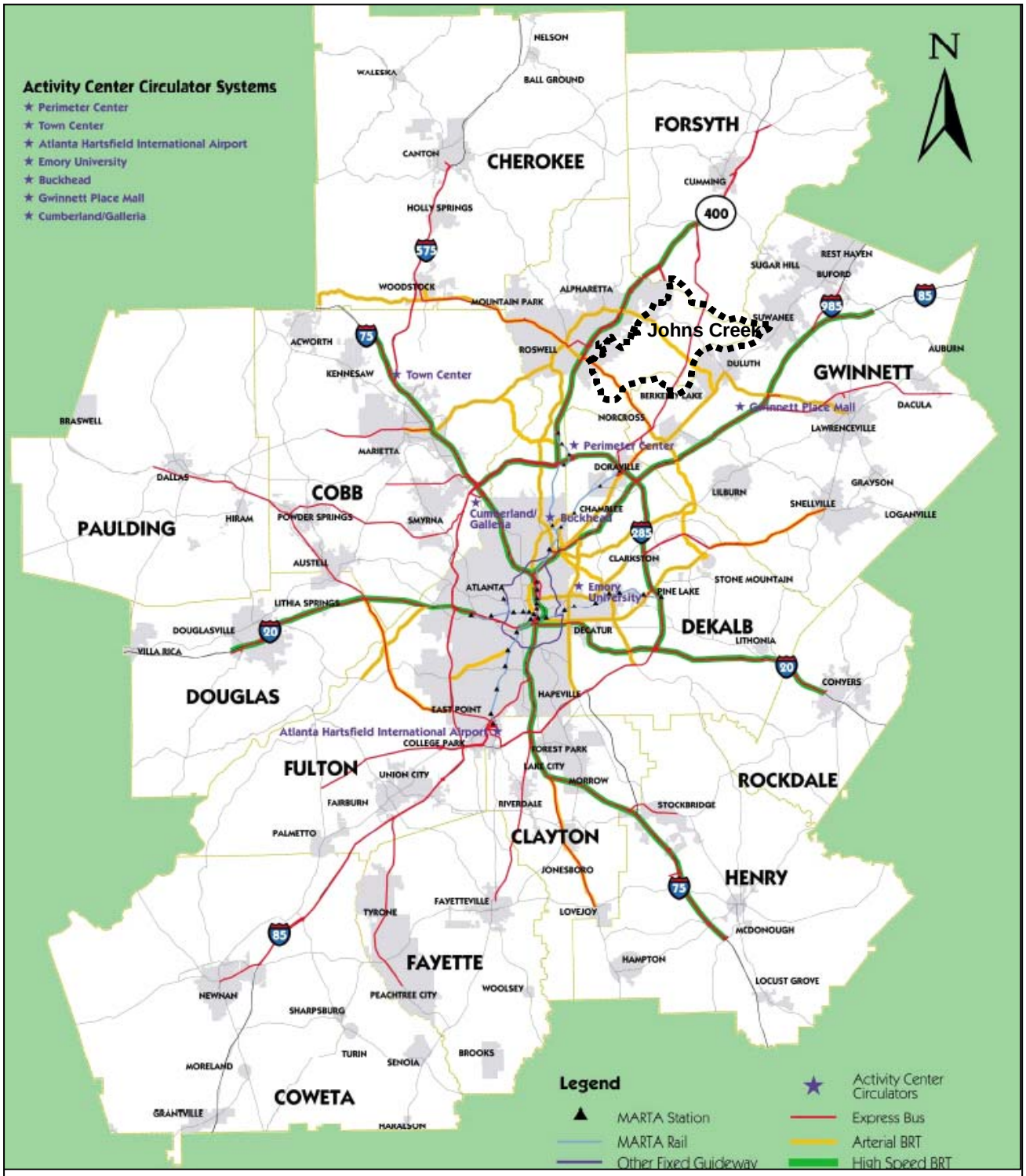
GRTA Express Bus 408 exists today and serves the eastern area of Johns Creek along Medlock Bridge Road (SR 141). The route extends between Doraville MARTA Station on the south to Johns Creek Hospital on the north.

Transportation Planning Board (TPB)

The Transit Planning Board (TPB) aims to establish a sustainable and integrated transit network for the Atlanta region. TPB was created by a joint resolution of the Atlanta Regional Commission (ARC), Metropolitan Atlanta Rapid Transit Authority (MARTA) and the Georgia Regional Transportation Authority (GRTA). The objectives of TPB are as follows:

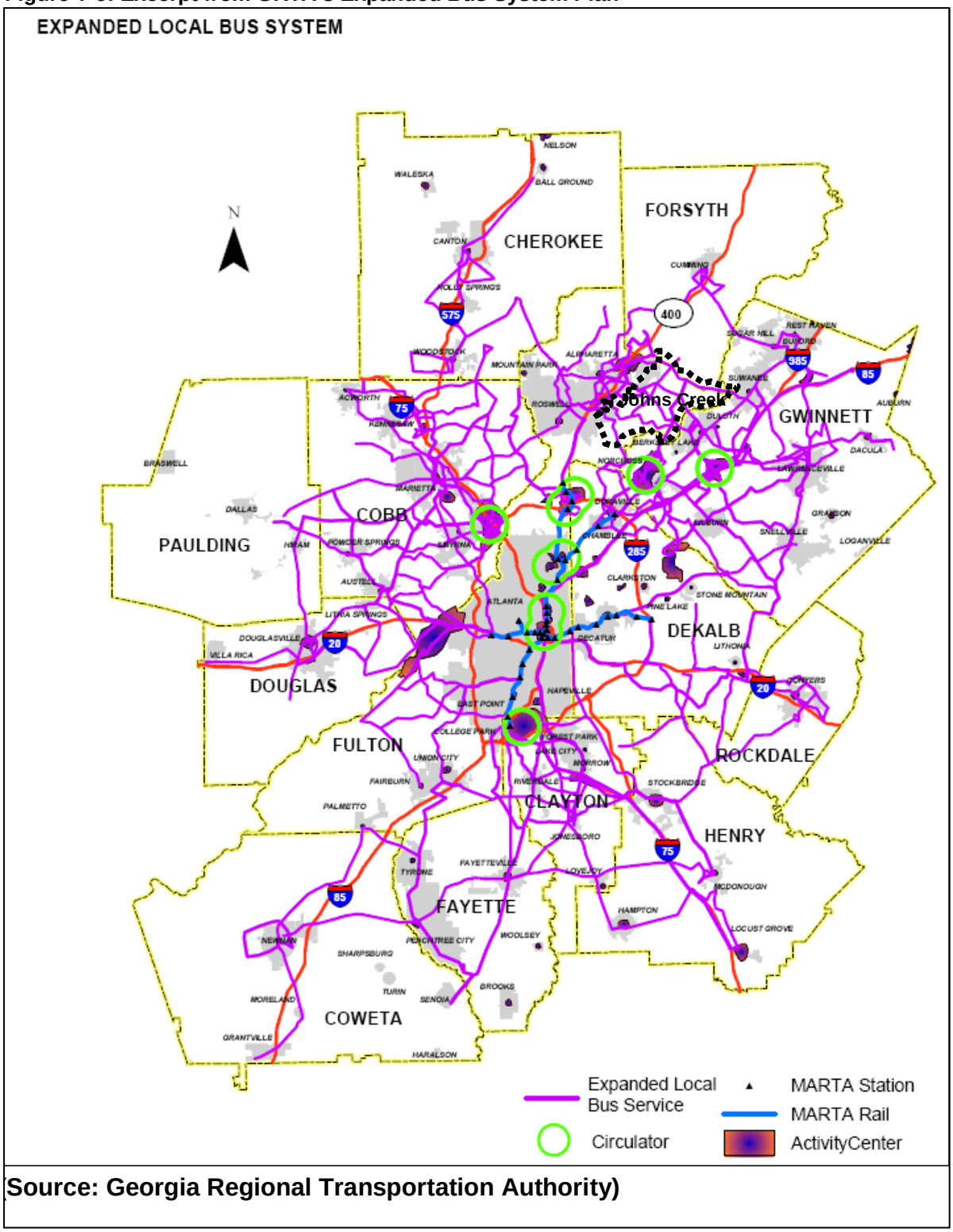
- Conduct an initial planning phase of at least two years during which it will develop a regional transit plan including a comprehensive financial plan;
- Work to improve regional service coordination, including integrating fares, marketing and customer information;
- Measure system performance; and,
- Advocate for increased federal funding for regional transit.

Figure T-8: Excerpt from GRTA's Draft Concept Plan



(Source: Georgia Regional Transportation Authority)

Figure T-9: Excerpt from GRTA's Expanded Bus System Plan



Source: Georgia Regional Transportation Authority)

TPB has compiled a list of proposed regional transit projects in the area in North Fulton County. The TPB map dated February 5, 2007 identifies State Bridge Road as having an arterial BRT system. It also identifies the following roads in Johns Creek as having a local bus system: Kimball Bridge Road/Abbotts Bridge Road, Old Alabama Road, Medlock Bridge Road, and Jones Bridge Road. The map also identifies a proposed commuter rail station in Duluth near Abbotts Bridge Road and Buford Highway. An excerpt from TPB's map of projects in North Fulton County is shown in Figure T-10.

Atlanta Regional Freight Mobility Plan

The Regional Freight Mobility Plan is a data-driven, policy-based plan that identifies and prioritizes improvements that accommodate mobility of both people and goods while mitigating congestion and safety issues. An in-depth assessment of the region's freight system performance was conducted and key freight mobility needs were identified in the 20-county Atlanta region.

No regional truck routes were identified within Johns Creek through this effort. The State Route system serves the truck movements throughout and within Johns Creek.

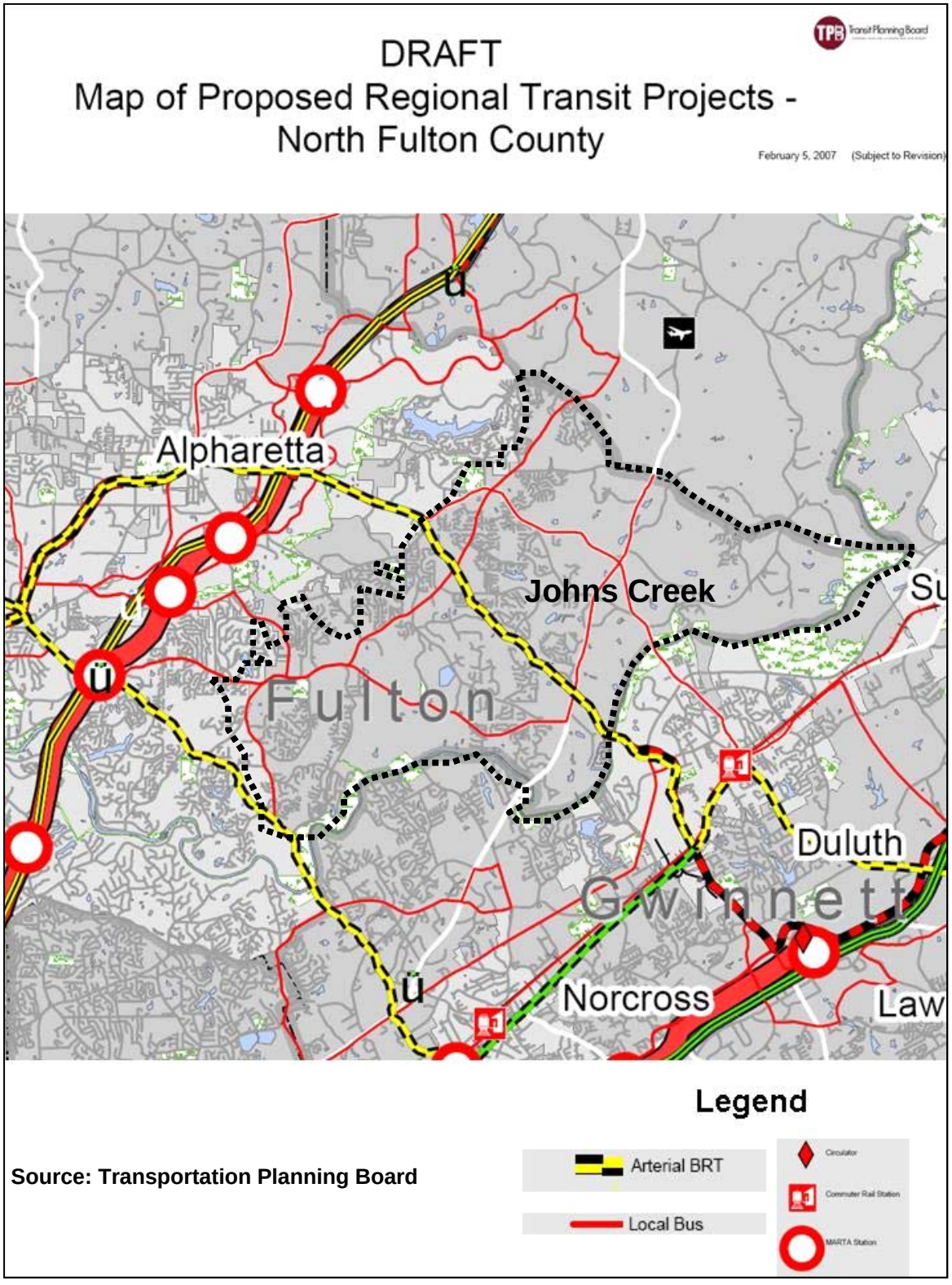
ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan

The Atlanta Regional Commission (ARC) produced the Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan in 2002. The Plan is a policy and project oriented plan that encourages regional coordination of non-motorized planning efforts and builds on the strategies of previous plans with the intention of creating both a regional scale bicycle network that includes on-road facilities and shared use pathways and a pedestrian network focused around major activity centers.

The *ARC 2007 Atlanta Region Bicycle Transportation and Pedestrian Walkways Report*, by Sprinkle Consulting, Inc., provides an update to the previous 2002 plan. The 2007 plans intention is "creating a regional scale bicycle network that includes both on-road facilities and shared use pathways and a pedestrian network focused around major activity centers".

The Plan has recommended paved shoulders for most of McGinnis Ferry Road in Johns Creek and detailed further study on McGinnis Ferry Road just west of Jones Bridge Road. Other roads in Johns Creek were not addressed in the plan update.

Figure T-10: Excerpt from TPB's Regional Transit Plan



Source: Transportation Planning Board

Roadway Capacity and Safety Needs Assessment

The differential between traffic demand and the available road capacity in a community generally dictates the adequacy or inadequacy of a transportation system. The overall safety of that transportation system also plays a key role in defining the quality of the network. This section aims to detail the existing road capacity and safety characteristics of the road system serving the City of Johns Creek.

Roadway Jurisdiction and Functional Classification

Johns Creek has approximately 355 miles of roadways and 27 bridges. Roadway can be described by the local functional classification system, which defines a roadway based on its accessibility and mobility. On one end of the spectrum are expressways/interstates, which provide the greatest mobility with controlled access. On the other end are local roads, which provide the greatest accessibility and feed traffic into higher capacity roads. A description of the system's major functional classifications is presented below and is shown in Figure T-11 for the local roadway classification system. In addition to the local functional classification system, originally established by Fulton County, GDOT monitors its own functional classification system. GDOT's functional classifications of roadways in Johns Creek are shown in Figure T-12.

- **Highways and Freeways –** Interstates and freeways provide the greatest level of mobility, with access limited to interchanges. The nearest freeways to Johns Creek are SR 400 (Georgia 400) on the west, I-85 on the east, and I-285 on the south.

- **Arterials –** An arterial is a street or road whose primary function is to carry through traffic over relatively long distances between major activity areas. Specific arterial facilities include Medlock Bridge Road, Jones Bridge Road, Abbotts Bridge Road, State Bridge Road, Old Alabama Road, and Holcomb Bridge Road.

- **Collectors –** A collector is a street or road whose primary function is to carry through traffic over minor distances from local streets and subdivisions to an activity center or higher classification street.

- **Local Streets –** Local streets feed the collector system from low volume residential and commercial areas.

Figure T-11 Local FC

Figure T-12 GDOT FC

Under the GDOT functional classification, Johns Creek roadways are classified as follows:

- Principal Arterial – State Bridge Road.
- Minor Arterial – Medlock Bridge Road (SR 141), Jones Bridge Road, portions of McGinnis Ferry Road, Abbotts Bridge Road/Kimball Bridge Road, Old Alabama Road, and Haynes Bridge Road.
- Minor Collector – Bell Road, Johns Creek Parkway, Boles Road, Parsons Road, Sargent Road, Buice Road, Morton Road, Barnwell Road, and Nesbitt Ferry Road.

The City of Johns Creek is considering modifications to the functional classification system to reflect local roadway use and community road use.

Roadway Analysis Criteria

The level of system performance varies by type of transportation facility, geographic location, time of day, and other characteristics. Each roadway in the network has a theoretical capacity based on its functional classification and characteristics. When roadways are operating in free-flow conditions, capacity constraints are not apparent. However, as traffic volumes increase, available capacity is restricted and roadway congestion results. Federal regulations define traffic congestion as the level at which transportation system performance is no longer acceptable.

Capacity needs are identified using measures such as daily volume to capacity (v/c). The v/c ratio of a specific roadway is an indicator of the level of service (LOS) that can be expected on that roadway. A v/c ratio of less than 1.0 indicates that a road can handle additional volume and remain within capacity. A v/c ratio of 1.0 indicates that a road has reached its capacity, and additional traffic volume will result in a less than acceptable LOS. A v/c ratio of more than 1.0 indicates that a road's traffic volume exceeds its capacity to handle that traffic, resulting in an unacceptable LOS. The computation and analysis of roadway v/c allows system-wide analysis of the transportation network, providing an approximation of the LOS of roadways or corridors, based on information such as lane configuration, observed roadway speed, and traffic volumes.

V/C ratios are linked to LOS to provide an easier way to communicate roadway operations. LOS is a user-based assessment of conditions. Roadways are given a letter designation, with "A" representing the best operating conditions and "F" representing the worst. The 2000 *Highway Capacity Manual* provides the following LOS guidelines:

- LOS A, B and C indicate conditions where traffic can move relatively freely.
- LOS D describes vehicle speed beginning to decline slightly due to increasing flows. Speed and freedom of movement are severely restricted.
- LOS E describes conditions where traffic volumes are at or close to capacity, resulting in serious delays.
- LOS F describes breakdown in vehicular flow. This condition exists when the flow rate exceeds roadway capacity. LOS F describes traffic downstream from the bottleneck or breakdown.

The following LOS criteria are used to determine congestion levels on roadway segments within the ARC travel demand model.

- LOS A through C is equivalent to a v/c of 0.7 or less.
- LOS D is equivalent to a v/c of 0.701 to 0.85.
- LOS E is equivalent to a v/c of 0.851 to 1.00.
- LOS F is equivalent to a v/c greater than 1.00.

Roadway Characteristics

Roadway capacity is primarily determined by its number of lanes, signal density and operations, signal and intersection spacing and functional classification. The number of lanes and traffic signal locations within the City of Johns Creek are shown in Figure T-13. The intersection spacing's along key roadways in Johns Creek are shown in Figure T-14.

As shown in Figure T-14, the access density of key roadways in Johns Creek have been identified. This map was developed by counting the driveways/intersections and spacing's along these roadways. The higher the access density (lower intersection spacing), the lower the capacity of the road. Segments of Abbotts Bridge Road, Old Alabama Road, and Jones Bridge Road appear to have relatively higher number of intersections and lower intersection spacing, limiting the capacity of roadways.

Existing Travel Patterns

Travel within Johns Creek is predominantly made with the automobile. Understanding the travel characteristics of the traffic found in Johns Creek is essential to identifying the appropriate solutions. For example, if a roadway is congested due to a high percentage of traffic merely traveling through the city, solutions may need to be geared towards access management and through capacity enhancements. Conversely, if the congested roadway consists of a high proportion of local traffic, new local connectivity may be the appropriate solution for locals destined for businesses situated along that roadway.

Figure T-13: Existing Road Characteristics

Figure T-14: Existing Access Density on Key Roadways

Vehicular traffic in Johns Creek can be categorized as follows: (a) Trips within Johns Creek (b) Trips either starting or ending in Johns Creek (c) Trips going through Johns Creek. Figure T-15 shows the existing proportion of these trips at twelve locations within Johns Creek. They are detailed in Table 7.3. The origin-destination data was obtained using ARC's travel demand model for the Year 2005.

Table 7.3: Existing Travel Characteristics in Johns Creek

Location	Description	2005 Trips		
		Within JC	To/From JC	Through JC
1	McGinnis Ferry Road , West of Old Atlanta Road	1%	70%	29%
2	McGinnis Ferry Road , East of Jones Bridge Road	1%	49%	50%
3	Abbotts Bridge Road, East of Parsons Road	16%	53%	31%
4	State Bridge Road, West of Morton Road	14%	43%	44%
5	Old Alabama Road, West of Spruill Road	13%	53%	34%
6	Old Alabama Road, West of Jones Bridge Road	13%	60%	27%
7	Jones Bridge Road, North of Sargent Road	12%	60%	28%
8	Jones Bridge Road, North of State Bridge Road	37%	59%	4%
9	Jones Bridge Road, North of Buice Road	40%	56%	4%
10	Medlock Bridge Road, North of Abbotts Bridge Road	8%	35%	57%
11	Medlock Bridge Road, North of State Bridge Road	7%	42%	51%
12	Medlock Bridge Road, South of Old Alabama Road	2%	58%	40%

As shown in Figure T-15 and detailed in Table 7.3, the following observations are noted:

- Medlock Bridge Road experiences a relatively higher proportion of traffic traveling through Johns Creek (i.e. no origin or destination within Johns Creek).
- Traffic along Jones Bridge Road near State Bridge Road and Buice Road have a relatively higher proportion of local traffic compared to other locations in Johns Creek.
- Trips either starting or ending in Johns Creek are evident at all locations.

Existing Roadway Operational Needs

In order to determine which facilities in Johns Creek are currently congested, the Atlanta Regional Commission's (ARC's) regional transportation plan and travel demand model was used. Model results for the 2005 and 2030 networks were evaluated. It is important to note that the model network reflects the regionally significant roads. Therefore, some local roads are not included on the network.

Figure T-15: Year 2005 O-D Trips

Figure T-16 shows the levels of congestion in Johns Creek for the Year 2005 based on ARC travel demand model results. As shown in the map, many key roadways in Johns Creek operate over capacity. The following corridors within Johns Creek are over capacity for either its entire length or for major portions of the corridor:

- Medlock Bridge Road (SR 141)
- Jones Bridge Road (between Old Alabama and past Sargent Road)
- McGinnis Ferry Road (west of Medlock Bridge Road and east of Bell/Boles Road)
- Kimball Bridge Road/Abbotts Bridge Road
- State Bridge Road
- Old Alabama Road

In addition to ARC's travel demand model data, Year 2006 daily traffic volume data was obtained from the GDOT traffic count stations. In addition, Year 2007 data was procured in December 2007 at 25 locations in Johns Creek. Figure T-17 shows these daily traffic volumes and the corresponding section of roadway likely to be represented by the traffic volume counts indicated. Figure T-17 also shows Level of Service (LOS) ratings for areas in the vicinity of the traffic counts. These LOS values were calculated using GRTA Development of Regional Impact (DRI) LOS Service Volume tables.

It is important to note, the 2005 ARC travel demand model results do not reflect the widening of State Bridge Road which provides additional capacity, reducing pressure on Abbotts Bridge Road and Buice Road. The GDOT count station volumes and additional Year 2007 counts shown in Figure T-17 were compared to capacity with the assumed widening of State Bridge Road to 4-lanes divided (completed in Year 2006).

Year 2030 Roadway Operational Needs

In the Year 2030 Vehicular traffic in Johns Creek can be categorized as follows: (a) Trips within Johns Creek (b) Trips either starting or ending in Johns Creek (c) Trips going through Johns Creek. Figure T-18 shows the existing proportion of these trips at twelve different locations within Johns Creek. They are detailed in Table 7.4. The origin-destination data analysis was performed using ARC's travel demand model for the Year 2030.

Figure T-16: 2005 V/C

Figure T-17: 2006 and 2007 Daily Traffic Volumes and LOS

Figure T-18: 2030 OD Map

Table 7.4 Year 2030 Travel Characteristics in Johns Creek

Location	Description	2030 Trips		
		Within JC	To/From JC	Through JC
1	McGinnis Ferry Road , West of Old Atlanta Road	3%	63%	34%
2	McGinnis Ferry Road , East of Jones Bridge Road	2%	57%	41%
3	Abbotts Bridge Road, East of Parsons Road	16%	48%	36%
4	State Bridge Road, West of Morton Road	18%	45%	37%
5	Old Alabama Road, West of Spruill Road	11%	42%	47%
6	Old Alabama Road, West of Jones Bridge Road	9%	50%	40%
7	Jones Bridge Road, North of Sargent Road	8%	55%	37%
8	Jones Bridge Road, North of State Bridge Road	34%	59%	7%
9	Jones Bridge Road, North of Buice Road	35%	60%	6%
10	Medlock Bridge Road, North of Abbotts Bridge Road	10%	32%	57%
11	Medlock Bridge Road, North of State Bridge Road	8%	39%	52%
12	Medlock Bridge Road, South of Old Alabama Road	3%	57%	40%

As shown in Figure T-18 and detailed in Table 7.4, the following observations are noted:

- Medlock Bridge Road, Old Alabama Road, State Bridge Road, Abbotts Bridge Rd/Kimball Bridge Road, and McGinnis Ferry Road will experience a relatively higher proportion of traffic traveling through Johns Creek (i.e. no origin or destination within Johns Creek).
- Traffic along Jones Bridge Road near State Bridge Road and Buice Road have a relatively higher proportion of local traffic compared to other locations in Johns Creek.
- Trips either starting or ending in Johns Creek are equally evident at all locations.
- These Year 2030 travel patterns are very similar to those indicated for Year 2005 (as seen in Table 7.3).

2030 Conditions with Existing Network plus Committed Projects

A network of existing roadways and those projects that have funding already committed to them was used to determine future volume to capacity ratios. This is typically termed the E+C Network. Figure T-19 shows the Year 2030 E+C Daily V/C's. These V/C's were calculated from ARC's Travel Demand Model. As shown in the map, many key roadways in Johns Creek are anticipated to operate over capacity in Year 2030.

Figure T-19 2030 e+c v/c

The following Johns Creek corridors are over capacity for either their entire length or major portions:

- Medlock Bridge Road (SR 141)
- Jones Bridge Road and Barnwell Road
- McGinnis Ferry Road
- Kimball Bridge Road/Abbotts Bridge Road
- State Bridge Road
- Old Alabama Road
- Haynes Bridge Road
- Sargent Road
- Boles/Bell Road
- Johns Creek Parkway

Figure T-20 illustrates the capacity deficiencies for key roadways in Johns Creek. The ARC travel demand model volumes and capacities were used in this assessment of the severity of capacity deficiencies. As this Figure shows, most deficiencies are less than 9,000 vehicles per day, an amount that represents half the capacity of an additional travel lane in each direction.

2030 Conditions with ARC's RTP Projects

A network of existing roadways and projects that have or may not have programmed funding (the RTP Build network) was used to determine future volume to capacity ratios. Figure T-21 shows the Year 2030 RTP Build Daily V/C's. This map shows the V/C ratios for 2030 on key roadways in Johns Creek assuming all the projects included in the RTP are constructed (see Figure T-6 for RTP projects).

As shown in Figure T-21, even with the RTP projects included in the model, some key roadways in Johns Creek will continue to operate over capacity. The following Johns Creek corridors are over capacity for either their entire length or major portions:

- Medlock Bridge Road (SR 141)
- Old Alabama, near SR 141 and west of Jones Bridge Road
- Jones Bridge Road and Barnwell Road
- McGinnis Ferry Road west of SR 141 and east of Bell/Boles Road
- Kimball Bridge Road/Abbotts Bridge Road
- State Bridge Road
- Johns Creek Parkway
- Sargent Road near McGinnis Ferry Road
- Bell/Boles Road

Figure T-20: 2030 E+C Needs

Figure T-21: 2030 RTP Build V/C

Intersections of Major Roads

It is important to note that intersections generally constrain or limit the capacity of a roadway corridor. Intersections along corridors, especially with major roads, can create bottlenecks that constrain the capacity and flow of a corridor. Intersections with minor cross roads frequently constrain the main roads green time for through traffic to 60-70% of the green cycle. Major arterials intersecting another major road can constrain the main roads green time for through traffic to 40% of the green cycle. In order to identify locations with the potential to become bottleneck intersections, intersecting roads both having v/c=0.7 or greater (LOS D) were identified using the ARC travel demand model data for Year 2030.

Based on Year 2030 travel demand model results, those intersections include:

- Medlock Bridge Road at Old Alabama Road;
- Medlock Bridge Road at State Bridge Road;
- Medlock Bridge Road at Abbotts Bridge Road;
- Medlock Bridge Road at Johns Creek Parkway;
- Medlock Bridge Road at McGinnis Ferry Road;
- Jones Bridge Road at Old Alabama Road;
- Jones Bridge Road at Waters Road;
- Jones Bridge Road at Buice Road;
- Jones Bridge Road at State Bridge Road;
- Jones Bridge Road at Abbotts Bridge Road;
- Jones Bridge Road at Sargent Road;
- Jones Bridge Road at McGinnis Ferry Road;
- Old Alabama Road at Nesbitt Ferry Road;
- Old Alabama Road at Buice Road;
- Abbotts Bridge Road at Boles Road;
- Sargent Road at McGinnis Ferry Road;
- Johns Creek Parkway at McGinnis Ferry Road; and,
- McGinnis Ferry Road at Bell/Boles Road.

Sample bottleneck intersections will be investigated further in the community agenda through case studies of severely congested and moderately congested locations.

Roadway Safety

In order to evaluate roadway safety, vehicle crashes, including those between vehicles and pedestrians or bicyclists, were examined for the period of 2003 through 2006 using the GDOT crash database for roadway facilities within Johns Creek.

Figure T-22 shows the crash rates exceeding the Year 2006 state wide average rates, according to each road's functional classification. As shown in the Figure T-22, the crash rates calculated for the following roadways exceed statewide averages according to their functional classification:

- Medlock Bridge Road
- Old Alabama Road west of Jones Bridge Road
- State Bridge Road
- Kimball Bridge Road/Abbotts Bridge Road
- Sargent Road
- Johns Creek Parkway

Summary of Identified Roadway Capacity and Safety Needs

The assessment of roadway capacity and safety has examined several areas of transportation needs in categories as indicated below.

- Examination of roadway functional classification and its relationship to service of adjacent land use and alternative travel modes.
- Operational improvements to enhance traffic flow and pedestrian crossing capabilities along congested corridors, including Medlock Bridge Road, Jones Bridge Road, Old Alabama Road, State Bridge Road, Abbotts Bridge Road, McGinnis Ferry Road, Bell/Bole Roads, and Sargent Road.
- Operational improvements and intersection reconfigurations to prevent bottlenecks at major intersections, located along congested corridors, indicated above.
- Capacity enhancement of roadways identified as congested in future years and improvement of parallel facilities.
- Management of access points along arterial corridors to ensure throughput capacity is preserved.
- Identification of appropriate parallel routes and connections to reduce local trip loading on the arterial roadway network.
- Safety improvements along roads with high crash rates.
- Focused pedestrian safety improvements around schools, libraries, parks, and community facilities.

Figure T-22: Corridors with 2006 Crash Rates Above Statewide Average

Transit Needs Assessment

Transit in Johns Creek is presently limited, with GRTA Express Bus 408 operating as the lone transit route in Johns Creek. It serves the eastern area of the City along Medlock Bridge Road (SR 141). The route extends between Doraville MARTA station on the south to Johns Creek Hospital on the north. This route is shown in Figure T-23.

GRTA's Regional Transit Action Plan (RTAP) is a framework for the metro Atlanta region to help create more transportation choices. Potential improvements identified in RTAP have positive implications on the multi-modal transportation network in Johns Creek. An arterial Bus Rapid Transit (BRT) project is planned for State Bridge Road within Johns Creek, that is intended to be apart of a BRT corridor linking Marietta and Lawrenceville. An expanded local bus system is proposed along McGinnis Ferry Road, Kimball Bridge Road/Abbotts Bridge Road, State Bridge Road, Old Alabama Road, Jones Bridge Road, and Medlock Bridge Road. The local bus routes would serve to connect local residents and workers in Johns Creek to Duluth, Norcross, Roswell, and Alpharetta. These planned transit additions are shown in Figure T-23.

The Transit Planning Board (TPB) has compiled a list of proposed regional transit projects in the area in North Fulton County. According to a map dated February 5, 2007, the map identifies State Bridge Road as having an arterial BRT system. It also identifies the following roads in Johns Creek for potential implementation of a local bus system: Kimball Bridge Road/Abbotts Bridge Road, Old Alabama Road, Medlock Bridge Road, and Jones Bridge Road. The map also identifies a proposed commuter rail station in Duluth near Abbotts Bridge Road and Buford Highway. These projects are shown in Figure T-23.

Summary of Identified Transit Needs

The assessment of transit has identified several improvement needs, as indicated below.

- Travel time strategies for transit service along the State Bridge Road and Medlock Bridge Road corridors to encourage transit riders.
- Incorporation of walkable communities and transit oriented development near mixed-use activity centers.
- Examination of potential local circulation routes between walkable activity centers.
- A transit connection to the proposed commuter rail station in Duluth, supporting those commuting to/from Atlanta.
- Examining the applicability of BRT or other commuter transit service in Johns Creek.
- Identify park and ride facilities.
- Coordinate existing and planned pedestrian and bicycle facilities with potential future transit service.

Figure T-23: Existing and Future Transit

Pedestrian Needs Assessment

Providing for safe and convenient pedestrian travel is an essential part of creating a liveable community. It can enhance the image and quality of life of City, and help to combat local traffic congestion. The connectivity and quality of pedestrian facilities are vital to encouraging pedestrian trips as a viable mode of travel.

Existing pedestrian facilities in Johns Creek were identified based on a field assessment performed by the City of Johns Creek in 2007 and are shown in Figure T-24.

Pedestrian Needs for Linking Neighborhoods to Schools and Libraries

An analysis of existing pedestrian facilities in the vicinity of Schools and Libraries was conducted. Half mile buffers were analyzed and the results of the analysis are shown in Figure T-25. As shown in Figure T-25, over 80% of the roadways within the ½ mile buffer of schools and libraries in Johns Creek do not have existing sidewalks. This lack of sidewalks in the vicinity of these community facilities provides a barrier to children who may otherwise walk to schools and libraries.

Pedestrian Needs in Parks

An analysis of existing pedestrian facilities in the vicinity of Parks was conducted. Half mile buffers were analyzed and the results of the analysis are shown in Figure T-26. As shown in Figure T-26, over 60% of the roadways within the ½ mile buffer of parks in Johns Creek do not have existing sidewalks. The lack of sidewalks in the vicinity of parks and recreational areas prevents regular access to community resources without the automobile.

Summary of Identified Pedestrian Needs

The assessment of pedestrian movement and facilities has identified several needs, as indicated below.

- All pedestrian facilities shall be compliant with ADA standards.
- Pedestrian connections between neighborhoods and community facilities, such as schools, libraries, parks, and multi-use trails.
- Sidewalks within activity centers of sufficient width and separation from traffic to encourage pedestrian movement.
- Safe and pedestrian connections to transit.

Figure T-24: Existing Sidewalks

Figure T-25: Pedestrian Needs –Schools and Libraries

Figure T-26: Pedestrian Needs – Parks

Bicycle Needs Assessment

As the City of Johns Creek continues to grow, additional bicycle facilities and networks will be essential to accommodate the increased demand created by general population growth and the need for alternative modes of travel beyond the automobile. Given an adequate bicycle network, it can serve local employment, shopping trips, local schools, community facilities, and parks.

The American Association of State Highway and Transportation Officials (AASHTO) recognizes three classes of bicycle facilities that can be included in a bicycle network:

- Bicycle Paths (Class I): A bicycle facility separate from motorized vehicular traffic. A bicycle path may be located within a highway right-of-way or on an independent right-of-way. A bicycle path is not a sidewalk but may be designed to permit shared use with pedestrians.
- Bicycle Lanes (Class II): A lane designated for exclusive or preferential bicycle use through the application of pavement striping or markings and signage.
- Bicycle Routes (Class III): Roadways designated for bicycle use through the installation of directional and informational signage.

AASHTO recognizes three classes of cyclists based on their abilities and general acceptance for travel in mixed traffic.

- Class A cyclists - experienced riders who do not mind traveling with traffic. These riders can travel at the mid to top range of cycling speed and often prefer on-street travel to multi-use paths
- Class B cyclists - occasional riders who are less secure about travel in mixed traffic. These riders typically travel near the middle range of cycling speed and typically prefer to travel along off-road trails or designated bike lanes.
- Class C cyclists - novice riders who are not likely to ride in mixed traffic. These riders operate at speeds closer to that of pedestrians and typically prefer travel along facilitates that are completely separated from traffic.

Providing facilities that can accommodate for these three classes of cyclists is a challenge necessary to develop a viable bike network in Johns Creek.

Bicycle Suitability and Operations

An analysis of Johns Creeks roadways was performed using the ARC Bicycle suitability evaluation system. ARC's system assesses the suitability of each roadway for accommodating bicycle travel based on information contained in GDOT's Roadway Characteristics (RC) file. The suitability rating is based on five factors; traffic volume, travel speeds, functional class, outside lane and shoulder width, and percent truck traffic. Table 7.5 shows the numeric value for each of the factors.

Table 7.5: Numeric Values for Suitability Factors

Traffic Volume	Less than 2,500 vehicles per day per lane	4
	Between 2,500 and 5,000 vehicles per day per lane	2
	More than 5,000 vehicles per day per lane	0
Travel Speeds	Less than or equal to 30 mph	4
	Between 30 and 40 mph	2
	Greater than 40 mph	0
Functional Class	Local Streets/Collectors	4
	Minor Arterials	2
	Other(major arterials and highways)	0
Outside Lane and Shoulder Width	Greater than 17 feet	4
	13 to 17 feet	2
	Less than 13 feet	0
Percent Truck Traffic	Less than or equal to 3%	4
	3 to 8 %	2
	Greater than 8%	0

Once a determination has been made about which score to give a section of road from each factor, the sum of the five scores is divided by five. The section then receives a descriptive rating based on Table 7.6 below.

Table 7.6: Descriptive Category Based On Numeric Value

3-4.0	Best conditions for bicycling
2-2.9	Medium conditions for bicycling
1-1.9	Difficult conditions for bicycling
<1	Very difficult conditions for bicycling

The above procedure provides a standard, system wide review of conditions related to potential on-street bicycle use.

Citywide Bike Suitability Analysis

The results of the ARC 2003 bike suitability analysis for Johns Creek are shown in Figure T-27.As shown in Figure T-27, the following roadways in its entirety (or partially) are classified as Difficult Conditions for bicycling.

- Medlock Bridge Road (SR 141)
- Abbotts Bridge Road/Kimball Bridge Road (SR 120)
- State Bridge Road
- Jones Bridge Road
- Haynes Bridge Road

Spruill Road and portions of Buice Road and Findley Road have been identified as best conditions for bicycling.

ARC's Atlanta Region Bicycle Transportation & Pedestrian Walkways Plan

ARC's Atlanta Region Bicycle Transportation and Pedestrian Walkways Plan (2007) is a policy and project oriented plan that encourages regional coordination of non-motorized planning efforts and builds on the strategies of previous plans with the intention of creating both a regional scale bicycle network that includes on-road facilities and shared use pathways and a pedestrian network focused around major activity centers.

The Plan identified McGinnis Ferry Road as operating with LOS E for bicycle conditions. The Plan had set an LOS C as an acceptable standard for McGinnis Ferry Road. A latent demand analysis indicated that there is a potential demand for bicycling on McGinnis Ferry Road based on trip generators and attractors in the vicinity. The Plan recommended paved shoulders for most of McGinnis Ferry Road in Johns Creek and detailed further study on McGinnis Ferry Road just west of Jones Bridge Road. No other Johns Creek roads were identified in the regionally focused study.

Figure T-27: ARC Bicycle Suitability Rating

Summary of Identified Bicycle Needs

The assessment of potential bicycle travel and destinations has identified several needs, as indicated below.

- Safe and efficient connection for bicycles between neighborhoods and community facilities, such as schools, libraries, parks, and multiuse trails.
- Development of an off-road trail system to accommodate recreational transportation use and park access.
- Bike access to employment centers and GRTA Express bus stops and activity centers for commuter use.
- Enhancing safety of bicycle travel through development of bike routes and facilities, standardized intersection and trail crossing treatments that will make cycling a viable mode within activity centers.

Railroads, Trucking, Port Facilities, and Airports Needs Assessment

Freight movement in communities can have a significant impact on local traffic and businesses. In Johns Creek, the primary freight movements are related to movement of trucks serving local business and/or traveling through the City. Railroad and Port access for freight movements don't directly impact truck traffic within the City.

In Atlanta Regional Commission's *Regional Freight Mobility Plan,* no regional truck routes were identified within Johns Creek. The arterial roadway network and state route system serves the truck movements through and within Johns Creek. The following corridors serve as local truck routes in Johns Creek:

- Medlock Bridge Road (State Route 141)
- Jones Bridge Road
- Haynes Bridge Road
- McGinnis Ferry Road
- Abbotts Bridge Road
- State Bridge Road
- Old Alabama Road

Improving congested intersections along freight routes can facilitate more efficient trucking and reduced delays to automobile traffic. Improving access management along key corridors can also contribute to more efficient truck movement and improve vehicular safety. Acceleration and deceleration lanes into and from key access driveways serving commerce should be considered.

Buice Road, Autry Mill Road and Spruill Road prohibit truck movement. Prohibiting trucks from specific routes can improve quality of life by reducing noise and air pollution while encouraging pedestrian and bicycle travel.

Access to Regional Airports

The following major and local airports can be accessed by the main arterials in Johns Creek.

- Hartsfield Jackson International Airport – Atlanta (approximately 35 miles away)
- Peachtree-DeKalb Airport – Chamblee (approximately 15 miles away)
- Mathis Airport – Suwanee (approximately 7 miles away)
- Downing Airport – Cumming (approximately 10 miles away)

In addition, the Hartsfield Jackson International Airport and Peachtree-Dekalb Airport can be accessed via MARTA Rail from stations located to the west in Sandy Springs and south in Doraville.

Summary of Identified Railroad, Trucking, Port Facility, and Airport Needs

The assessment of travel needs for access to railroads, port facilities, and airports, as well as to accommodate truck traffic has identified several needs, as indicated below.

- Maintain efficient access via arterial roads to surrounding railroads; regional and international airports; state port facilities; transit connections; and MARTA rail stations in neighboring jurisdictions.
- Establish local truck routes and prohibitions to allow service to businesses without impacting local streets, pedestrians, and bicyclists.

Summary of Identified Parking Needs

The assessment of parking has indicated that no areas with insufficient/inadequate parking. The Johns Creek development regulations require developers to provide for parking needs. Centralized parking areas occur within mixed use developments. However, large areas of underutilized surface parking needing redevelopment were not observed. The individual developments provide adequate parking to meet demand.

Transportation Issues & Opportunities

An important part of the Community Assessment is the identification of issues to be addressed and opportunities for key transportation improvements within Johns Creek. Johns Creek is forecasted to grow steadily in the future from roughly 70,000 today to over 94,000 by the Year 2030. Identifying the needs and issues, either existing or projected, for the City of Johns Creek, ensures a long range, needs-based perspective that will assist in effectively identifying and implementing transportation initiatives that respond to the city's forecasted growth. The federal Safe, Accountable, Flexible, and Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU) emphasizes transportation infrastructure investment be driven by the need for improvement. Preliminary transportation issues and opportunities were derived from the transportation needs assessment. In addition, input from the Transportation Subcommittee was instrumental in refining these issues and opportunities.

Input from the Transportation Subcommittee

The Transportation Subcommittee provided input regarding transportation issues and opportunities through two meetings. The following are the dates and topics of each meeting:

- November 14, 2007
  - What are the primary transportation trouble spots today?
  - What are future transportation challenges ten year from now? 20 years from now?
  - What is the role of transit in the future of Johns Creek?
  - How much is too much congestion?
  - What will make this study a success?
  - Overview of information from previous studies - How far do these go in addressing needs in Johns Creek?
  - What would you envision Johns Creek to be in thirty years?

- December 11, 2007
  - Transportation needs and issues
  - Potential opportunities and solutions
  - Existing and potential pedestrian activity areas

Vision for Transportation in Johns Creek

A future vision for transportation in Johns Creek was identified with input from the Transportation Subcommittee in the November 14, 2007 meeting. The following six (6) elements comprise a vision for transportation in Johns Creek reflect comments from the Subcommittee:

- Provide a unique transportation identity for Johns Creek.
- Roads should be kept in character with the community with a maximum of four through lanes.
- Develop a safer travel environment for all transportation modes.
- Provide an environment where children walk or bike to school and friends houses to build a sense of community.
- Higher density development should be focused in Villages, not city centers, with walkable, bike friendly connections between village nodes.
- Connections within (walkable) and between (transit) activity centers will be needed in the future.

Transportation Issues

Existing and future transportation needs in Johns Creek were identified by the Transportation Subcommittee in meetings that were held in November and December of 2007. The following transportation issues for Johns Creek reflect comments and input from the Subcommittee:

<u>Through Trips Contribute Significantly to Peak Hour Congestion</u>

People travel along the streets of Johns Creek for a variety of trip purposes. Vehicular traffic in Johns Creek can be categorized as follows: (a) Trips within Johns Creek (b) Trips either starting or ending in Johns Creek (c) Trips going through Johns Creek. An examination of trip patterns using the ARC travel demand model shows Medlock Bridge, State Bridge Road, and McGinnis Ferry Road have a high proportion of through trips (greater than 40%of daily volume). Other arterials serve a higher proportion of trips to/from or within Johns Creek. The transportation system should effectively accommodate for the mobility for each of the three (3) trips types. Specific issues to be addressed include:

- The priority given to projects that benefit the community, versus projects that primarily benefit regional travel.
- The degree to which peak hour travel demands dictate the roadway improvements.

<u>Key Intersection Operations Constrain Corridor Capacity</u>

Traffic congestion at key intersections typically occurs where two major roads cross, limiting the available green time for each road. The needs assessment identified 18 intersections (primarily along Medlock Bridge Road, Jones Bridge Road, and McGinnis Ferry Road) where crossing volumes are likely to result in significantly reduced throughput on each road. An example is the intersection of State Bridge Road and Medlock Bridge Road, where traffic backs up along both roads in the peak hours, reducing the overall capacity of the corridor. Reducing congestion at these “hot spots” can reduce overall travel time for the network. Specific issues to be addressed include:

- Intersection improvements at key locations and more adequate turn bay lengths.

- There is a need for local roadway connections to reduce pressure on critical intersections by removing some local trips from the intersection.

Limited Roadway Connectively Requires Travel Through Major Intersections

Connectivity of the roadway network can provide additional options for travel in congested areas. A well developed transportation network allows dispersion of traffic over several roads. Additional roadway connections can provide multiple paths for travelers to use in accessing the main roadway, reducing congestion at critical intersections. It can also provide an alternative to travel on congested arterials for those making local trips to destinations along a busy arterial corridor. Furthermore, increased connectivity can help counter the effects of non-recurring congestion due to incidents. Specific issues to be addressed include:

- Connecting adjacent travel corridors, such as State Bridge Road with Old Alabama Road to reduce pressure on critical intersections by removing some local trips from the intersection.
- Providing local connectivity to mixed use activity areas so that local trips can access these areas without traveling on the arterial road network.
- Connecting adjacent parcels to local roads via interparcel access.

Effective Local Transit Connections Could Serve Emerging Activity Areas and Connect to Regional Transit in Johns Creek

Appropriately applied transit can provide effective travel alternatives to the automobile. Frequent local transit service can provide an extension to the walking environment for within significantly sized mixed use activity areas. Other local trips can feed activity areas so that users can avoid activity center parking and congestion. Commuter transit trips can provide higher speed access to nearby and distant activity areas. Transit availability and frequency of service are two important factors in attracting riders as an alternative to automobile travel. However, transit options need to be matched to appropriate density of development in mixed use activity centers in order to be effective. For example, the commercial areas near the State Bridge Road at Medlock Bridge Road intersection are not dense or large enough at this time to support a transit circulator. Specific issues to be addressed include:

- Defining areas where various transit solutions will be effective now or in the future (based on future development map prepared in community agenda).
- Determining how to most effectively serve existing GRTA express bus route and planned BRT corridor along State Bridge Road.
- Determining where future connectivity is needed from Johns Creek activity centers to surrounding regional activity centers and to commuter transit corridors.

Transit Mixed with Vehicular Traffic has Limited Travel Time Advantage Over Automobiles

Transit along local streets is subject to the same traffic delays as automobiles, limiting its potential effectiveness in saving time for travelers. These travel time savings are critical to encouraging people to park their cars and utilize transit. Incorporation of Bus Rapid Transit (BRT) or other commuter transit options in Johns Creek can provide travel time advantages along key routes, but are expensive to implement. Specific issues to be addressed include:

- Determining how to provide cost effective travel strategies to transit.

- Defining future transit to maximize the use of multifaceted system (express bus, local transit, BRT and/or other commuter transit).

Neighborhoods are Not well Connected to Schools, Parks and Community facilities with Sidewalks and Bicycle Facilities

Sidewalks and bicycle lanes are critical transportation infrastructure elements necessary for providing alternative travel options other than the automobile. Providing connectivity to existing community facilities (such as schools, libraries, and parks) is an important use of the pedestrian and bicycle network. This can also help alleviate traffic congestion caused by the dropping off/picking up of students at schools. In addition, connection to these locations is likely to reduce automobile trips on the roadway, in comparison to other pedestrian and bicycle facilities that are used primarily for recreation. An examination of the existing sidewalk and bicycle network indicates limited connectivity of neighborhoods to these potential pedestrian destinations. Specific issues to be addressed include:

- Defining the type of bicycle and pedestrian connections needed to link various community facilities.
- Determining the criteria and prioritization of bicycle and pedestrian connections and improvements to meet needs.
- Defining locations and processes for connection of sidewalks and bike paths where no roadway connections are present (for example, connecting the back of a residential community to an adjacent school).
- Coordination with safe routes to school initiatives and Green Plan.

Longer Distance Bicycle and Trail Routes are Needed to Access Parks and Provide Recreational Opportunities

Trail systems and bicycle facilities can provide an effective means for transportation to parks. Since parks are used for recreation, people may be willing to walk or bike further to reach a Park than they would a community facility, as traveling to/from the park is part of their overall recreation. In addition, multiuse trails often serve as linear parks, attracting recreational users. Therefore, providing pedestrian and bicycle connections to these trails can reduce vehicular trips that would be made to access the multiuse trail or another park. This portion of the transportation plan will be closely coordinated with the Green Plan and geared towards providing pedestrian and bicycle access to/from multiuse trails and Parks. Specific issues to be addressed include:

- Determining how to best connect neighborhoods to parks and multiuse trails.
- Coordination of transportation related pedestrian and bicycle facilities to be compatible with and supportive of the Green Plan.

Enhancing Transportation Safety for All Travel Modes is a Priority

Intersection and roadway safety is a key component to the functionality of a transportation network and affects the quality of life of a community. Intersections typically have more conflict points and experience more crashes than roadway segments. Roadways that exhibit sharp curves may have sight distance issues that are conducive to crashes. Efforts to reduce conflicts, enhance driver expectancy, and improve intersection sight distance can reduce crash frequency and severity and limit the amount of non-recurring congestion in the community. Access management is an effective technique to reducing conflict points along

major travel routes. However, these techniques can be difficult to retrofit where existing land use limits the ability to modify the roadside environment in a cost effective manner. In addition, traffic calming has been used effectively in many areas of the Johns Creek area to enhance safety along residential streets.

Providing safety for pedestrians and bicycles is another key component to overall safety of the transportation system. Pedestrian related crashes are most likely at intersections, making intersection design for pedestrians an important element for consideration. Bicycle crashes are likely at intersections and along road segments. In order to address these safety elements, implementation of facilities appropriate to the adjacent roadway characteristics and likely users is critical. Specific issues to be addressed include:

- Identifying safety enhancements and standards for pedestrian crossings.
- Safety improvement at critical intersections.
- Access management, where appropriate, to reduce conflict points.
- Defining routes and standards for pedestrian use by children for access to schools.

Transportation Opportunities

Existing and future transportation opportunities in Johns Creek were identified by the Transportation Subcommittee from meetings in November and December of 2007. Potential improvements and solutions to address the identified issues will be considered in the Community Agenda portion of the comprehensive plan.

Maximize Corridor Efficiency Through Improvement of Congested Intersections

Several intersections in Johns Creek are severely congested during peak hours of traffic, with more expected to become congested by 2030. Traditional intersection improvements can provide significant benefits. However, once additional turning lanes are added, the theoretical limit of overall intersection capacity can be reached. In order to explore the potential for expanding intersection capacity beyond traditional limits, new intersection configurations should be examined including continuous flow intersections, superstreets, and grade separation. Additionally, the City's vision of the corridor needs to be included to ensure that local values are shared for consideration with traffic needs. Specific opportunities to be considered include:

- Guidelines on where the corridors are located versus local roads in Johns Creek.
- Consideration of alternative treatments at heavy volume intersections, such as Medlock Bridge Road and State Bridge Road.
- Assess additional roadway connections and interparcel access to reduce pressure on critical intersections.

Add Road Connectivity to Increase Options Beyond Use of Congested Corridors

A framework for a grid network has been identified and an investigation for additional connectivity supporting the framework should be pursued to alleviate congested areas. Multiple roadway connections can provide alternative paths for travelers to use in accessing the main roadway, reducing congestion at key intersections. Specific opportunities to be considered include:

- Consider connecting local roads to each other and/or the arterial road network in order to develop a secondary grid system on top of the existing framework of Medlock Bridge, Jones Bridge, Bell/Boles, McGinnis Ferry, Abbotts Bridge, State Bridge, and Old Alabama roads.
- Provide roadway connections to allow key movements to bypass critical intersections (for example, a local street connection through a developing mixed use activity area may provided signalized access to allow some trips to bypass a congested intersection).

Consider Use of Undeveloped Land and/or Easements to Add Pedestrian and Bike Connectivity

One component of increasing pedestrian and bike connectivity is identifying available land in areas that could benefit from additional connectivity. Unused land in Johns Creek is becoming more scarce and opportunities to use undeveloped areas or easements should be pursued for use in developing key Pedestrian and Bicycle Connections. Specific opportunities to be considered include:

- Construction of pedestrian bridges over the Chattahoochee river to access parks
- Use of undeveloped areas and easements to build pedestrian and bike connectivity (particularly connections between neighborhoods and schools).

Maximize Use of Technology to Assist in Traffic Operations Improvements

Maintaining traffic flow to reduce overall delay and number of stops is critical to providing efficient movement for automobiles, trucks, and transit vehicles. The improvements that reduce stops for automobiles also benefit truck traffic and reduce the effective impact of trucks on the community, as they create less noise and exhaust with fewer stops. In addition, technology can be used to provide preferential treatment for transit vehicles traveling along a corridor. Investment in current and emerging traffic operations and ITS technology can improve the effectiveness of traffic operation in the City of Johns Creek. Specific opportunities to be considered include:

- Camera surveillance along key corridors for incident management.
- Implementation of special timing plans and use protocols to be applied for incidents or special events.
- Technology to minimize maintenance work on traffic signal systems for vehicle detectors and light bulbs.
- Consideration of traffic responsive or traffic adaptive signal control within the City.

Increase Emphasis on Transit Through Application and Expansion of Planned Transit Improvements

The City of Johns Creek currently contains a GRTA bus route providing access to the Marta Rail. In addition, the Regional Transit Action Plan (RTAP) indicates the planned expansion of local GRTA bus routes and a BRT connection along State Bridge Road from Duluth to Alpharetta. The planned expansion of service within the City provides an opportunity to define local efforts in a manner compatible with likely future land use. Specific opportunities to be considered include:

- Connect pedestrian oriented activity areas via transit.
- Potential for the addition of local transit connections to key activity areas, as well as, gathering points for BRT or express bus routes.

Plan and Build Multi-Modal Connections in Potentially High Pedestrian Activity Areas

Identifying potential high pedestrian activity centers in Johns Creek can help direct efforts to add multimodal connections that serve pedestrians, bicyclists, and transit. These efforts would be based on direction from the Comprehensive Plan Land Use Recommendations, as they are developed. Additional multimodal connections within mixed use activity areas increases the ability of people using those areas to park once and circulate via pedestrian and/or transit travel modes.

The potential pedestrian activity areas identified as a starting point by the Transportation Subcommittee are as follows:

- Location A – The area near Newton Park
- Location B – The area near Jones Bridge and State Bridge
- Location C – The area near Jones Bridge and Abbotts Bridge
- Location D – The area near Medlock Bridge and McGinnis Ferry
- Location E – The area near Shakerag Park and River
- Location F – The area near State Bridge, Old Alabama, Medlock Bridge Road.
- Location G – The area near Jones Bridge Road and Parsons Road
- Location H – The area near Medlock Bridge Road at Parsons Road
- Location I – The area near Medlock Bridge Road at Wilson Road

These locations are identified in Figure T-28. Specific opportunities to be considered include:

- Identify existing and potential villages and plan multimodal transportation around them.
- Identify the types of transportation solutions that could be effective with various land use types and intensities within mixed use activity centers.

Figure T-28. Potential Pedestrian Activity Centers