Johns Creek

Monday, July 23, 2018 | **WORK SESSION MEETING AGENDA** | **5:00 PM**

11445 Johns Creek Parkway
Johns Creek, GA 30097

www.JohnsCreekGA.gov

As set forth in the Americans with Disabilities Act of 1990, the City of Johns Creek will assist citizens with special needs given proper notice (7 working days) to participate in any open meetings of the City of Johns Creek. Please contact the City Clerk's Office via telephone (678-512-3212) or email at joan.jones@johnscreekga.gov should you need assistance.

1. CALL TO ORDER

2. PLEDGE OF ALLEGIANCE

3. MAYOR'S REMARKS

4. URGENT AND IMPORTANT

4.a. Review 2018 Comprehensive Plan Draft - 60 min
AGENDA REPORT June 18 2018 Comprehensive Plan draft 060818.docx
Track Changes for Council Review.docx
20180618 Comp Plan Council Draft
Comp Plan Council Presentation - Work Session.pdf

4.b. Right of Way Maintenance Level of Service - Continued Discussion -30mim
07.23.18_-_ROW_Maintenance_Discussion
City_Maintenance_Package.docx
Current ROW and Sign Contracted Scope of Services.pdf
ROWMedianMowing_Map2_AsCompleted2017_al_v1.pdf

4.c. Kimball Bridge Road - Construction Contract Supplemental Agreement Approval - 15 min
07.23.18 - Kimball Bridge (State to Jones) - Change Order and Supplemental Agreement.docx
0010418_Executed CST Agreement.pdf
0010418_Supplemental Agreement #1.pdf
0010418_Supplemental Agreement #2.pdf

4.d. Pavement Quality Index Analysis - 15 min
07.23.18 - Pavement_Assessment.docx
2018 Johns Creek PQI Data - Main Roads.pdf
2018 Johns Creek PQI Data - Neighborhoods.pdf
Proposed 5 Year Paving Plan

4.e. Property Tax Assessments - Continued Discussion- 30 min
O2018-07-xx Ordinance Adopting 2018 Millage Rate_Draft.doc

4.f. Keep North Fulton Beautiful - Continued Discussion -30 min
06.04.18 - Memo - Keep North Fulton Beautiful - Review of Services and Alternatives.docx
06.04.18 - Attachment - KNFB 2017 Services Summary.docx
Phase II 2017 final permit KNFB highlights.pdf
2018 MS4 SWMP FINAL-Signed excerpted.pdf

4.g. 2018/2019 Projects and Budget Priorities - Continued Discussion - 30 min
07.23.18_-_Memo_-_Reread_Follow-up_and_Prioritization_of_2018-2019_Objectives.docx

5. NOT URGENT BUT IMPORTANT

5.a. TSPLOST - State Bridge from Medlock to Chattahoochee River Right of Way Phase - 15 min

State Bridge Road Concept 20180607.pdf
Public Engagement Report - State Bridge.doc
State Bridge Road RW 20180626.pdf
07.23.18 - State Bridge (Medlock to River) - Approval for ROW Phase.docx
State Bridge Road Widening.pdf

6. EXECUTIVE SESSION

7. ADJOURNMENT

AGENDA REPORT

To: Honorable Mayor and City Council Members

From: Sharon L. Ebert, Community Development Director

Date: June 18, 2018

Agenda: City Council Meeting and Public Hearing on the Draft 2018 Comprehensive Plan

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Issue: The Comprehensive Plan is required by State law to be updated every ten years. The City's current Comprehensive Plan was adopted in November 2008. After 19 months of community engagement, the 2018 Comprehensive Plan is now ready for review and approval by the Mayor and City Council. Upon approval, the document will be sent to the Atlanta Regional Commission and Georgia Department of Community Affairs for their respective reviews this summer and for adoption by the Mayor and City Council later this fall.

Recommendation: Approve the draft 2018 Comprehensive Plan.

Background:
The City of Johns Creek started updating its Comprehensive Plan in the fall 2016. To date one (1) Citizen Advisory Committee (CAC) tour of three nearby walkable downtown areas was conducted, two consultant-led educational sessions and four consultant-led planning workshops were provided and sixteen CAC Meetings have been held.

In June 2017 the City's Comprehensive Plan and Transportation Plan consultants, TSW and Pond Associates, made a presentation to the public on the first draft of the Comprehensive Plan Update. After two months of public comment and feedback during the summer of 2017, in October 2017, the CAC and City Staff decided that the best course of action was to rewrite the first draft to address the issues raised by the public. City Staff spent approximately ten weeks rewriting and reformatting the entire document.

The City's rewrite of the Comprehensive Plan has taken a departure from the standard format of most comprehensive plans in that it not only has data at the City-wide level on demographics, housing, transportation, land uses and natural and historic resources, but has also has this data for each Community Area.

The revised 2018 Comprehensive Plan is structured so that an individual may only read their "Community Area Plan" to understand what is going on "in their own backyard" if they so desire. As presented to the City Council in October 2017, the CAC has settled on eight Community Areas – defining the City in terms of where one lived and shopped, verses creating areas solely based on the physical character of the area. The eight new Community Areas are: Newtown; River Estates; Autrey Mill; Ocee; Medlock; Johns Creek North; Tech Park; and Shakerag.

Johns Creek

Update

On February 26 the second draft of the 2018 Comprehensive Plan was presented to the Mayor and City Council. During the months of March and April meetings were held in each of the eight community areas along with a citywide meeting on April 26th. The staff also attended the City's first International Festival on April 21st and received input from hundreds of residents on what they would like to see in the proposed Town Center for Tech Park. The connectjohnscreek.com website was completely revamped and received over 400 comments during the eight week period. Outreach for public input included not only the City's email blasts and social network postings, but also help from the Johns Creek Community Association (JCCA) electronic communications. 8,630 connectjohnscreek.com coasters were given out our neighborhood restaurants and 6,506 flyers were sent to all elementary school age children. In total 18,147 flyers were handed out to various businesses throughout the cities as well as being located in our libraries and in our Park Place senior center. Presentations were also given to the Johns Creek Advantage Board of Directors and to the members of the JCCA.

The comments and suggestions received from the residents were reviewed by the CAC members on May 2, 2018 and direction was provided to staff on which changes were to be incorporated into the revised draft. Revisions included updates to the Future Land Use Map, and Land Use Change Map on which parcels were most likely to be redeveloped over the next ten years, updates to the Transportation Map and Sidewalk and Trail Maps to reflect recommendations received from the public on projects that should be studied verses projects that are definitely desired, and revisions to the Buildout Maps and charts for Newtown, Ocee, and Autrey Mill were made. The effect of the changes in the Land Use Map and projected Buildout Analysis reduced the overall projection of potential new residential units to be developed over the next ten years from 6,044 to 5,502 residential units.

In addition, staff added a Parks and Recreation Profile section, a Natural Resources Profile section and rewrote a number of the goals and policies in the Vision chapter based on the feedback received from the public. Joan Compton from the Johns Creek Historical Society assisted by rewriting the historical sections of each Community Area and Karen Daniel from Autrey Mill Preserve, who is also a CAC member provided professional editing of the entire document.

A revised version of the second draft along with a list of changes made was sent to the Planning Commissioners, CAC members and the Mayor and City Council on May 18th for their review.

On June 5th a Comprehensive Plan update presentation was made to the Planning Commission by Sharon Ebert, the Community Development Director and CAC member Ed Pease spoke regarding the hard work of the residents who volunteered to participate on the Citizens Advisory Committee and their support for the current draft. A public hearing was then held before the City Planning Commission. Nine individuals addressed the Commission with their concerns. Six individuals represented the Atlanta Athletic Club (AAC): two attorneys and four board members. Their concerns were over the Future Land Use Map designation of the 77 acre property known as the Heisman Field, which was shown as undeveloped. They argued that this was a "takings" and that it devalued the property. They requested that the current designation of Distinctive Area be kept on the property and that the property be shown as a mixed-use allowing residential, commercial and office uses. Their argument was that the Medlock Bridge Corridor is the City's primier commercial corridor

and that as a gateway into the city this land should be developed with more commercial, office and townhouses.

Another individual spoke about the Implementation Plan section of the Comprehensive Plan and how it is a working document from where all city projects and initiatives originate. The resident expressed concern over how many projects and how much money was projected to be needed to complete the projects over the next ten year period and cautioned that the list should be culled through and only projects where money is available and of a high priority should be included on the list. The individual also spoke out against the Heisman Field being developed into another sprawling commercial area and recommended that it be kept at the same scale and residential density as Thornhill and Prestwick communities: one unit per acre.

A resident from the Johns Creek North area spoke requesting that the traffic light at Sargent Road and Findley Road be kept since it works well and there is no need to replace it with a roundabout. He also suggested that a three way stop would be helpful at Findley Oaks Elementary school entrance, but not a roundabout. He also supported the recommendation to realign Douglas Road with Sargent Road at the intersection of Jones Bridge Road.

A resident from the Ocee area spoke with regards to the density prescribed for Ocee and recommended that it be reduced from three units per acre to two units per acre and that the subdivisions on the west side of Jones Bridge Road south of Buice Road be removed from the Ocee Community Area and put into the Newtown Community Area because they don't belong.

Commissioner LaFave also spoke with regards to the Ocee Community Area and expressed her concerns regarding the subdivisions located on the western side of Jones Bridge Road south of Buice Road not belonging to the Ocee Community but to Newtown. She also recommended that the residential densities in the two proposed mixed use areas be reduced. She recommended that the Goodwill shopping center's density be reduced from 8 units per acre to 5 units per acre and that the Grand Pavilion shopping center's density be reduced from 12 units per acre to 8 or 10 units per acre. She felt that Johns Creek look should not be confused with the denser feel of the City of Alpharetta. She also recommended that the terms HIMU (High Intensity Mixed Use) and LIMU (Low Intensity Mixed Use) be added to the glossary as well as some minor page corrections and editorial suggestions.

The Vice Chair of the Planning Commission Irene Sanders, who also served on the CAC, advised the other Planning Board members that the CAC had decided to eliminate all Distinctive Areas from the 2018 Comprehensive Plan as the term was too ambiguous and that the overwhelming majority of the residents in the River Estates Community Area had recommended that the land be developed similar to the surrounding context: single family residential at no more than one unit per acre.

The Planning Commissioners then discussed whether the AAC's request could be supported by them. They were divided over whether to allow mixed use on the land known as Heisman Field. In a split vote 3-2, the Planning Commissioners agreed to recommend to the Mayor and City Council that the AAC's request be considered. They also recommended that the comments received from the individual from Johns Creek North be incorporated into the next draft along with revisions requested for culling the Implementation Plan to only projects that the City has funding available and the changes requested for the Ocee Community Area.

The Community Development staff based on the direction of the Planning Commission has made the following changes to the 2018 Comprehensive Plan document:

- The future Land Use Map for the Heisman Field has been changed to reflect the recommendation of the River Estates Community Area to reflect residential use in lieu of undeveloped land. The residential density assigned would be one unit per acre, the same as for the entire River estates Community. If the AAC's recommendation was followed the Low Intensity Mixed Use designation would permitted 616 residential units on the 77 acre parcel. The language regarding the preference for the Heisman Field to be turned into a future City park, if the property were to ever come up for sale was removed.
- The roundabout recommended to replace the traffic signal at Findley Road and Sargent Road was been removed from the Johns Creek North Transportation Map.
- The land use designation for the Grand Pavilion shopping center has been reduced from Medium Intensity Mixed Use (12 residential units per acre) to low Intensity Mixed Use (8 residential units per acre) reducing the overall number of permitted unit from 213 to 142 residential units for the parcel.
- The Implementation Plan has been revised to show the estimated costs of City funds verses other sources of funds and the list of projects has been re-evaluated based upon available funding to ensure a realistic list.
- The terms LIMU and HIMU have been added to the Glossary and defined.
- The page corrections and editorial improvements have been made.

Items that the Community Development staff recommend not changing include reducing the residential density of the Ocee Community Area from 3 residential units to 2 residential units. Staff feel that the overall character of Newtown, Ocee and Johns Creek North has more density than other areas in the City and that three units per acre was an appropriate density. Staff also recommend keeping the subdivisions located on the east side of Jones Bridge Road south of Buice Road in Ocee. This area has always been a part of the Ocee Character Area and does not seem to fit with either Newton or Autrey Mill community areas.

Next Steps

Upon receiving approval by the Mayor and City Council the Comprehensive Plan will be sent to the Atlanta Regional Commission (ARC) and Georgia Department of Community Affairs (DCA) for their reviews. This review period is typically 90 days. Once comments are received from the ARC and DCA Staff will review with the Mayor and Council and make any appropriate changes and then bring the final draft to Mayor and City Council for final adoption in October or November.

Attachments:

- Power Point Presentation
- Revised Second Draft 2018 Comprehensive Plan (includes recommendations from the Planning Commissioners) plus tracking sheet

Track Changes for City Council Review

Page 11: updated the page number of the subdivision list
Page 18: flip the arrow in the commuting pattern chart
Page 38: under Goal 3 Objective 1, replace “protect and preserve” with “conserve”
Page 49: update Future Land Use Map
Page 50: remove Mixed-use Medium-density from future land use
Page 51: update Land Use Change Map
Page 53: revise the Autrey Mill Community Area boundary description
Page 65: revise the Johns Creek North Community Area boundary description
Page 74-75: Remove language regarding the roundabout on Findley and Sargent Roads
Page 107: revised the Ocee Community Area boundary description
Page 111: revise the Ocee Future Land Use Map to remove Mixed-use Medium-density
Page 112-115: remove vision and pictures of Mixed-use Medium-density in Ocee
Page 125: revised the future land use map to show AAC property as “Residential – 1 unit or less”
Page 126: remove language regarding the City purchasing the AAC property
Page 150-151: Move the parcel at 0 Findley Road from “Recreation-Private” to “Undeveloped”
Page 162-174: Revise the implementation plan and add cost estimate for “general fund portion”
Page 175: Add summary page for the community work programs
Page 225-226: Add Mixed-use Low-Intensity and Mixed-Use High-Intensity in glossary

DRAFT JOHNS CREEK COMPREHENSIVE PLAN 2018-2028

EXECUTIVE SUMMARY

The Johns Creek Comprehensive Plan 2018 (the Plan) is a policy document for the City's growth. The Plan includes both citywide information (Chapters 1 and 2) as well as a chapter for each of the eight Community Areas so that residents, visitors, businesses, and developers can better understand each area's vision. The Community Area chapters are: 3-Autrey Mill, 4-Johns Creek North, 5-Medlock, 6-Newtown, 7-Ocee, 8-River Estates, 9-Shakerag, and 10-Tech Park. Chapter 11 provides a list of projects to undertake in order to implement the Plan.

Vision and Goals

The Plan begins by setting an overall vision to guide the City:

> "Johns Creek is an exceptional city that seeks to enhance its residential quality of life by supporting its diversity, arts, businesses and schools."

To implement the vision, eight goals are established:

1. Protect and preserve the City's premier residential communities and enhance our overall quality of life;
2. Provide superior recreational and cultural activities throughout the City;
3. Expand the City's economic base;
4. Create an identity for the City;
5. Protect the City's natural environment and historic resources;
6. Create a citywide multi-modal transportation network;
7. Ensure the City has the appropriate tools to implement the goals of the Comprehensive Plan; and
8. Improve intergovernmental relations.

Together, the Plan's vision and goals will help guide the policies and decisions of the Mayor and Council over the next ten years.

Land Use

The Plan creates a parcel-specific Future Land Use Map that specifies the City's vision for each property over the next ten years. While each property retains its underlying zoning, the Future Land Use Map forms the basis for the City's position related to any future rezoning or development requests. Besides residential density reduction, 93.6% of the City's land uses are anticipated to remain the same over the next ten years.

Housing

Compared to the current Comprehensive Plan adopted in 2008, the recommended densities for new residential development are reduced significantly. New density limitations have been added for small undeveloped lots and infill parcels specifying that new development must match the surrounding neighborhood density and is limited to single-family, detached homes. Additionally, the following reductions in residential density are established for three Community Areas within the Plan:

- **Johns Creek North:** three units/acre (reduced from four units/acre);
- **Medlock:** two units/acre (reduced from three units/acre); and
- **Shakerag:** one unit/acre (reduced from three units/acre).

Existing residential density limits in other Community Areas remain intact in the Plan:

- **Autrey Mill:** one unit/acre;
- **Newtown:** three units/acre;
- **Ocee:** three units/acre; and
- **River Estates:** one unit/acre.

Commercial Development

To further change the City's commercial growth patterns and encourage the creation of community villages and a Town Center through private investment, the Plan recommends limiting development to specific existing commercial locations. Key locations that are targeted for redevelopment include:

- **Johns Creek North**: shopping centers along Jones Bridge Road at the intersections of Sargent and Douglas Roads;
- **Medlock**: shopping centers at the intersection of State Bridge and Medlock Bridge Roads;
- **Newtown**: shopping centers at the intersection of Old Alabama and Haynes Bridge Roads;
- **Newtown**: shopping centers at the intersection of Old Alabama and Jones Bridge Roads;
- **Newtown**: shopping center at the intersection of Holcomb Bridge and Barnwell Roads;
- **Ocee**: shopping center at the intersection of State Bridge and Jones Bridge Roads;
- **Ocee:** shopping center at the intersection of State Bridge and Kimball Bridge Roads; and
- **Tech Park**: office area east of Medlock Bridge Road and west of Johns Creek Parkway.

Implementation Projects

To guide and direct the City's capital investments over the next ten years, proposed projects for road improvements, trails, and parks are prioritized. Examples of prioritized projects include building out the new park lands (purchased in 2016 and 2017) with Park Bond funds, providing improvements to existing parks, developing sidewalks and trails in each Community Area to connect residents to schools and shopping centers, and improving the capacity of certain roadways and studying the feasibilities of roundabouts and left-turn lanes to improve traffic flow and increase safety entering and exiting neighborhoods.

In addition to the proposed capital projects, the Plan prioritizes the creation of tools for implementation, such as a historic preservation ordinance and a Unified Development Code, which will combine the City's zoning, tree, and sign ordinances with the City's stormwater management and land development regulations. The Plan also prioritizes areas for further study, and recommends the creation of five local master plans/area plans to add architectural standards and greater specificity to the Plan's established allowable heights, densities, uses, and visual examples of desired development. Areas prioritized for further study include:

- **Johns Creek North**: Jones Bridge Road at Sargent and Douglas Roads, to create a community village;
- **Medlock**: State Bridge Road at Medlock Bridge Road, to create a retail-only community village;
- **Newtown**: Old Alabama Road at Haynes Bridge Road, to create a community village.
- **Ocee:** State Bridge Road at Kimball Bridge Road and at Jones Bridge Road, to create community villages; and
- **Tech Park**: approximately 80 acres in the middle of Tech Park, to create a Town Center.

Overall

The 2018 Comprehensive Plan's focus is to preserve and protect Johns Creek's residential neighborhoods and quality of life by limiting development. The reductions in residential density and the targeting of specific locations for commercial redevelopment will change the City's growth patterns, and the implementation of the proposed capital projects will enhance the City's livability in the future.

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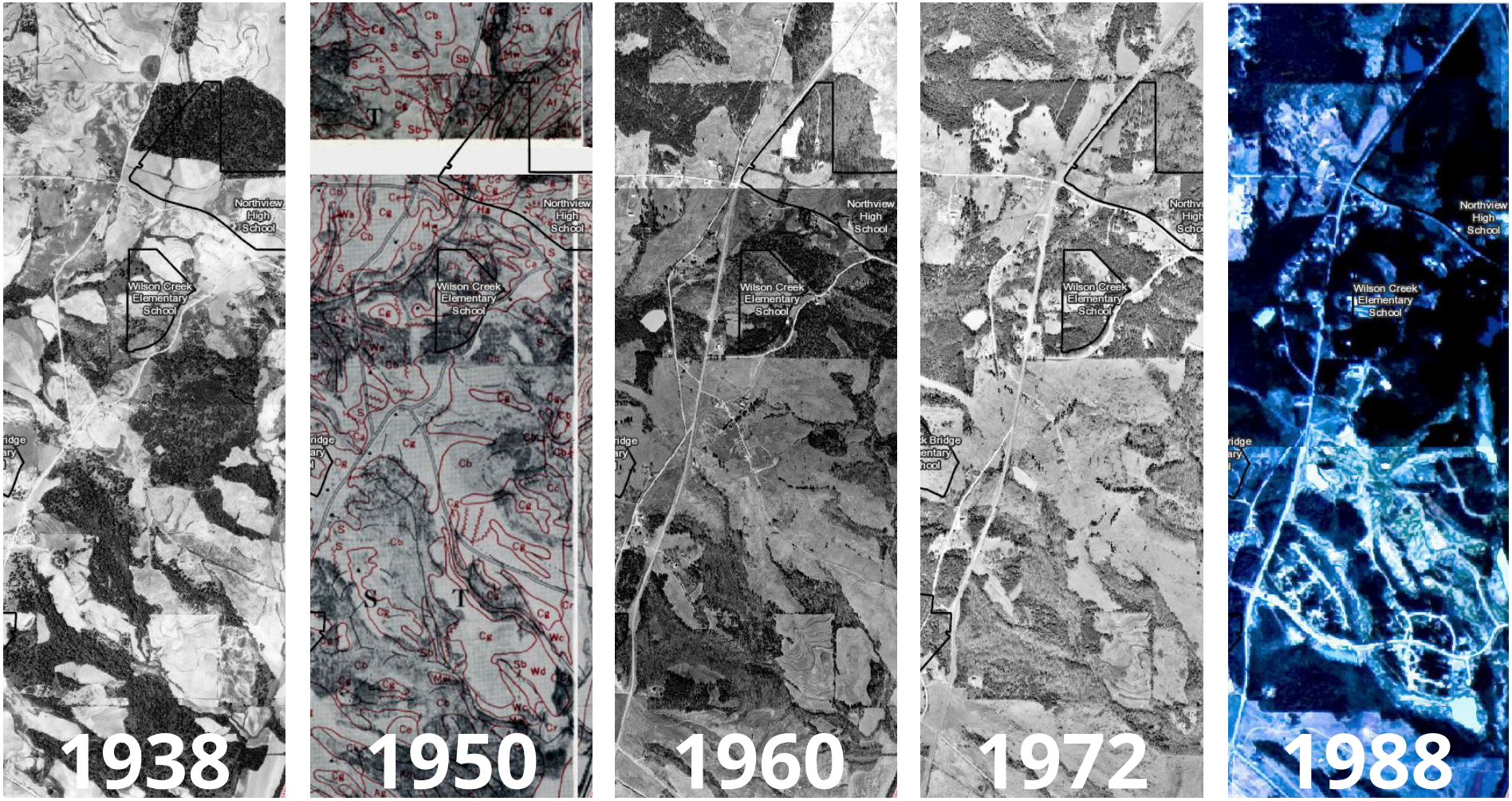
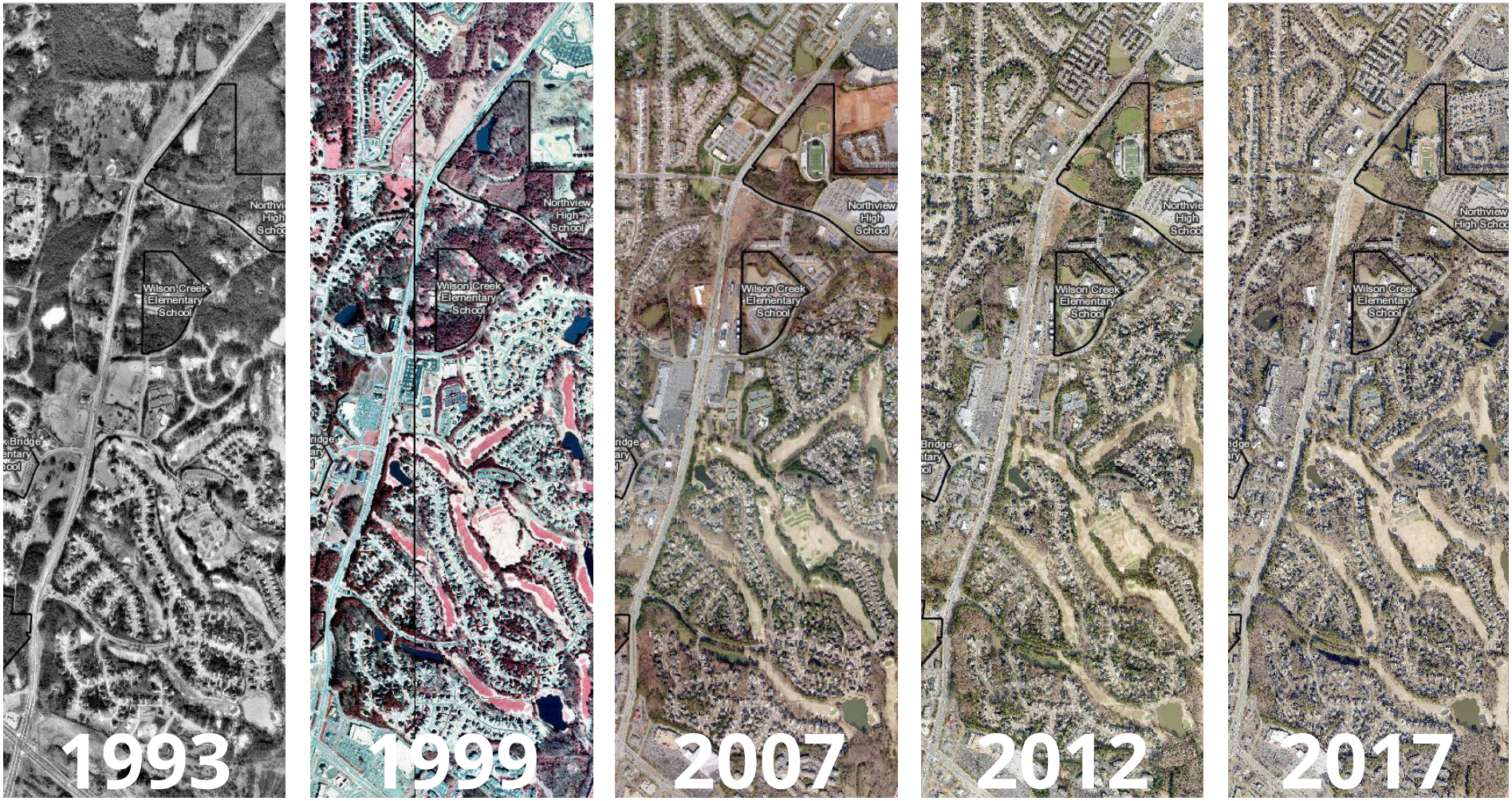


0.0 INTRODUCTION


Wilson Creek Elementary School
Northview High School
1993
1999
2007
2012
2017

INTRODUCTION

What is comprehensive planning?

A comprehensive plan is a tool for planning and creating a vibrant and healthy community. It provides a vision, created by its citizens, that describes their City's future. It protects private property rights, but also encourages and supports economic development. The comprehensive plan should be used to promote orderly and managed development so the City may remain physically attractive and economically viable. It is often used as a guide to achieve the development pattern the community desires, and it may also be used to create a sense of place, improve transportation options, permit mixed uses in designated areas, and protect natural and historic resources while accommodating growth. A local comprehensive plan is a fact-based resource not only for its constituents, but also for businesses, investors, and the general public. A well-planned community is a sustainable community, one that will continue to be attractive to individuals, families, and businesses for decades to come.

State Requirement

The City of Johns Creek adopted its first Comprehensive Plan on November 10, 2008, approximately 22 months after the City was incorporated in December 2006. Comprehensive plans are required by the State of Georgia under the Official Code of Georgia 50-8-7.1 and are administered by the State's Department of Community Affairs. The Atlanta Regional Commission, which oversees regional planning within the ten counties surrounding Atlanta, is also responsible for reviewing local comprehensive plans.

Under the State's requirements, comprehensive plans are required to be updated a minimum of every ten years to ensure that they are kept current. Every Comprehensive Plan must contain certain key elements:

- Community Goals
- Needs and Opportunities
- Land Use
- Transportation
- Housing
- Community Work Program

Plans must also be created through the involvement of the municipality's citizens and conducted through open public engagement, hands-on workshops, and public hearings to ensure that, to the greatest extent possible, everyone who wanted to participate in the planning process had an opportunity to do so.

Our Path Forward

Johns Creek Comprehensive Plan 2018 has taken a departure from the standard format of most plans in that it not only incorporates data at the citywide level on demographics, housing, transportation, land use, and historic resources, but also contains data for each of the City's eight Community Areas. In addition, the citywide vision is taken to the next level by creating eight Community Area visions. The 2018 Comprehensive Plan is structured so that an individual may only read their "Community Area Plan" to understand what is going on "in their own backyard," if they so desire.

The eight Community Areas identified for Johns Creek are:

- Autrey Mill
- Johns Creek North
- Medlock
- Newtown
- Ocee
- River Estates
- Shakerag
- Tech Park

It is the hope of the City staff, and of the many citizens that served on the Citizens Advisory Committee (CAC), that the residents of Johns Creek will connect with their community's culture, creativity, and commerce, and form their own Community Area Planning Committees that could be actively involved in discussing community issues and work together to improve their community's quality of life.

How to Use this Planning Document

The Johns Creek Comprehensive Plan 2018 has been developed so that you may simply read the chapter for your Community Area. If you don't know which Community Area you live in, you can refer to the list of Subdivisions by Community Area on Pages 220-223.

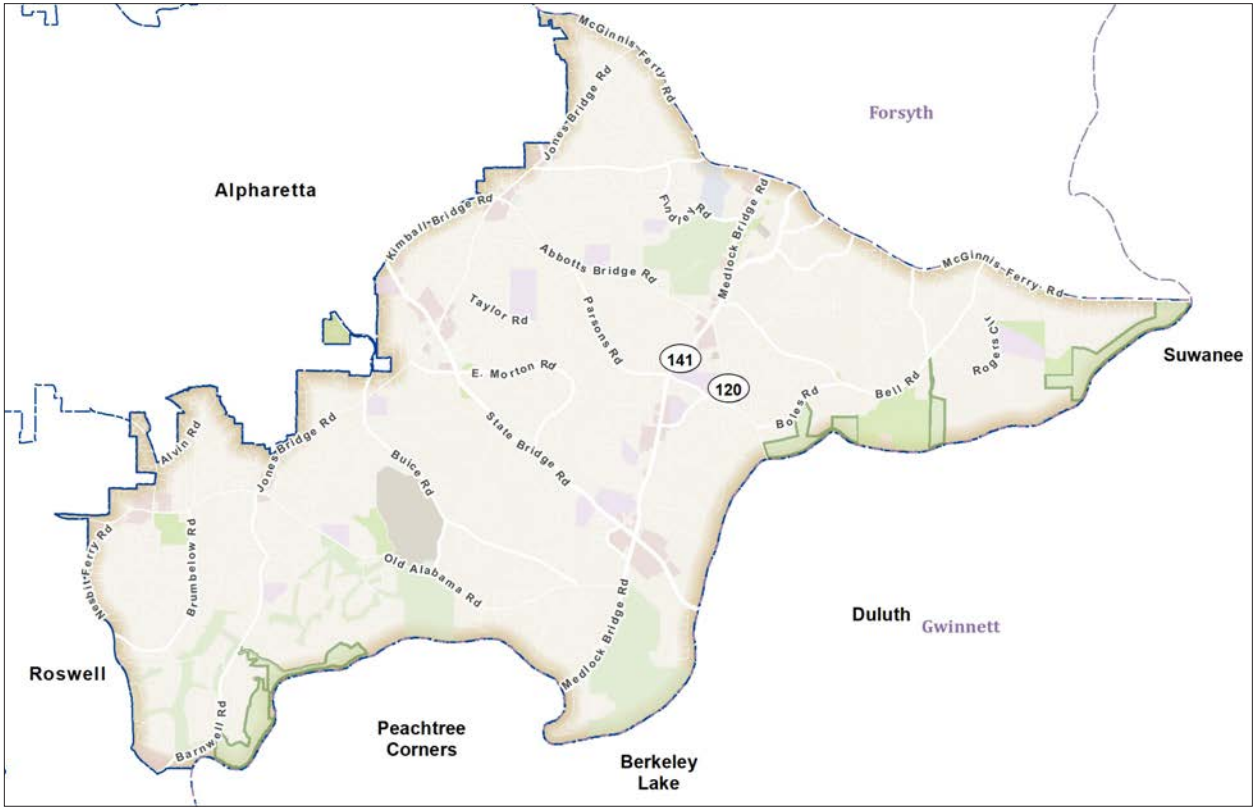
We hope that you will also take the time to read Chapter 1, which describes the City's current demographic, housing, economic, transportation, parks and recreation, natural resources, and historic profile, as well as Chapter 2, which provides an overall vision for the City's growth and prosperity for the next ten years.

1.0 CITY PROFILE

The City of Johns Creek consists of 31.3 square miles of land (approximately 20,093 acres). The City is bound to the south and east by the Chattahoochee River and to the north by McGinnis Ferry Road and Forsyth County. The City of Roswell forms as the western border of the City, as does the City of Alpharetta to the northwest. The City of Johns Creek is located within Fulton County, Georgia.

The City of Johns Creek adopted the name of the creek which flows through it. The creek was named after Johnson K. Rogers, the Cherokee son of John Rogers. In the 1820s, the land beyond the Chattahoochee was Cherokee Indian territory; however, when gold was discovered in North Georgia, the Cherokee Indians were forced to leave the area along what is known as the "Trail of Tears." Afterward, only a few Cherokee families survived and remained in the area, including the Rogers family. John Rogers' wife, Sarah Cordery, was half Cherokee. The John Rogers home, built in 1803, is still standing today in Johns Creek. It is located on Bell Road and has been restored by its current owners. Johns Creek grew rapidly and lost much of its rural character during rapid suburbanization in the 1990s.

Johns Creek officially became a city on December 1, 2006, following a movement to incorporate the City.

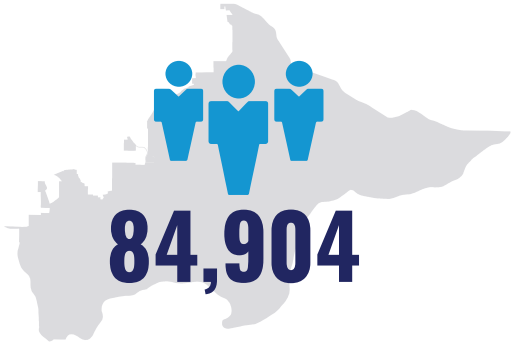


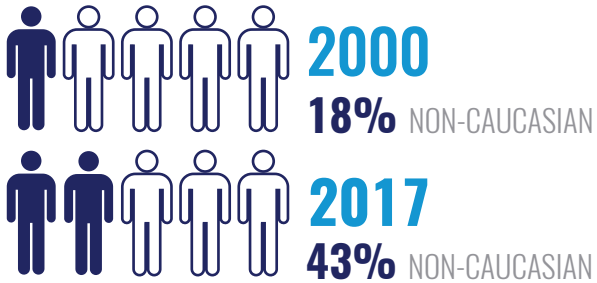
Map 1: City Boundary

Map 2: Regional Map

Chattahoochee River

DEMOGRAPHIC PROFILE





Population

The estimated 2017 population for Johns Creek is 84,904 people in 29,093 households. The City's population accounts for approximately 21.9% of northern Fulton County and 1.5% of the Atlanta Region.

Johns Creek's population saw an annual growth of 2.4% from 2000 to 2010; however, the rate of growth has slowed to 1.5% since 2010. Environmental Systems Research Institute (ESRI) data predict an even slower growth going forward, mostly due to the City being nearly built-out. Surrounding areas in North Fulton, Gwinnett County, and Forsyth County will experience a more robust share of the Atlanta Region's growth over the next 25 years.

Age

The median age of Johns Creek residents is 39.4 years, compared to 38.1 years in northern Fulton County and 35.9 years in the Atlanta Region overall. Baby Boomers and Millennials collectively make up 41% of the City's population.

The percentage of Baby Boomers in the City (18%) is similar to its neighbors in North Fulton (20%) and the overall Atlanta Region (19%). Their population is expected to drop by 8.2% in the next five years. The drop is consistent with the national trend that Baby Boomers are downsizing and moving into more urban areas after their kids move away or graduate from college.

The percentage of Millennials in the City (23%) is lower than its neighbors in North Fulton (25%) and the overall Atlanta Region (28%). From 2010 to 2017, the Millennial population dropped from 19,682 to 19,417, but is expected to grow in the next five years.

Race and Ethnicity

While the City is predominantly Caucasian (57%), it has more than doubled its non-Caucasian population in the last two decades. 29% of the population is Asian, 8% is African American, 5% is Hispanic, and the remaining 1% are American Indian, Pacific Islander, some other race, or of two or more races.

The City has a larger Asian population than most neighboring jurisdictions. The percentage of Asians in Johns Creek (29%) is over twice that of North Fulton (14%), and over 4.5 times greater than that of the Atlanta Region (6%). Most of the Asians in Johns Creek are of Asian Indian, Chinese, or Korean descent.

Asians are also the fastest growing group in the City, and their population increased by 39% from 2010 to 2017. Over the next five years, the Asian population is expected to grow by 26%. This expected trend is similar for neighboring jurisdictions: Milton (26%), Sandy Springs (34%), Alpharetta (31%), and Roswell (29%).

The City of Johns Creek experienced the slowest annual growth (0.3%) in Caucasian population from 2010 to 2017 compared to neighboring jurisdictions. Over the next five years, the Caucasian population is expected to decrease 0.1% annually while neighboring jurisdictions are expected to increase their Caucasian population.

It is estimated that 24% of Johns Creek residents are foreign-born, compared to 13% in the Atlanta Region overall.

Household Characteristics

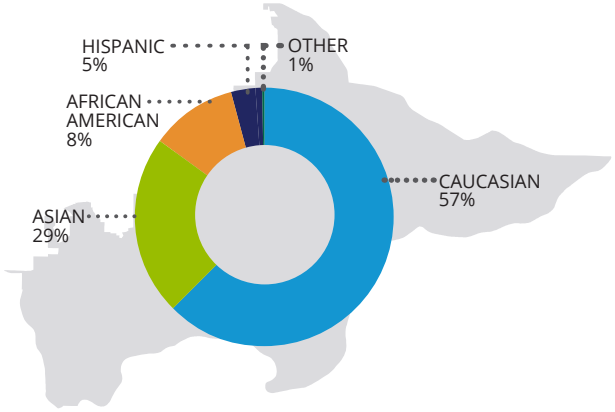
There are 29,093 households in the City of Johns Creek. Nearly 50% of all households are families with children under the age of 18, compared to 33% in the Atlanta Region with children under 18.

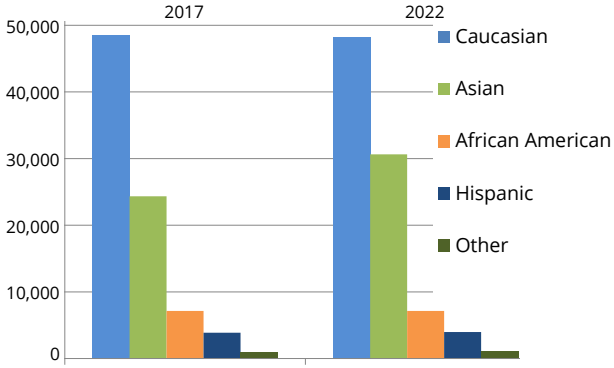
Education

75% of residents over age 25 have at least a high school diploma or equivalent, 67.2% hold a bachelor's degree, and 27.6% have a graduate or professional degree.

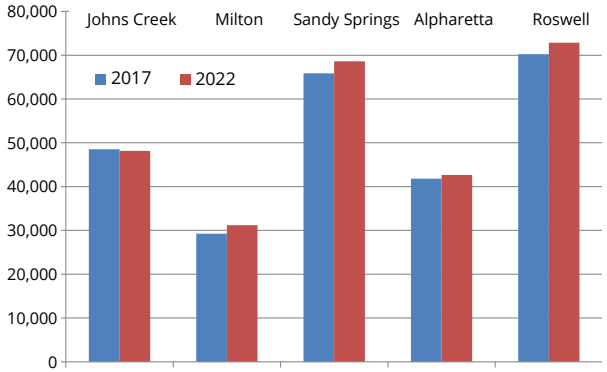
Income

The median household income of Johns Creek is estimated to be $113,383 in 2017, which is nearly double the median household income of the Atlanta Region ($60,134). The median household income in Johns Creek represents a 6% increase since 2010 ($106,950). High income and educational attainment levels indicate Johns Creek residents have strong buying power and enjoy a high standard of living, similar to neighboring jurisdictions.



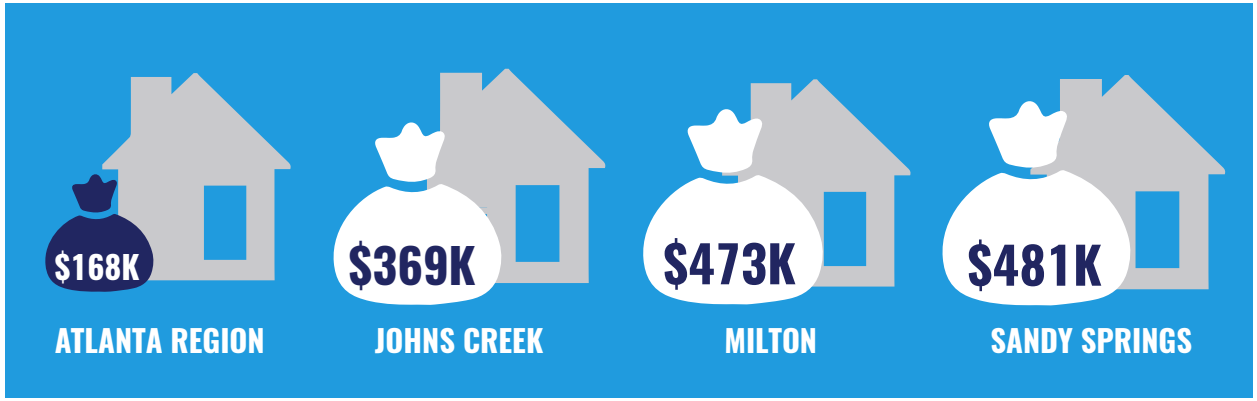


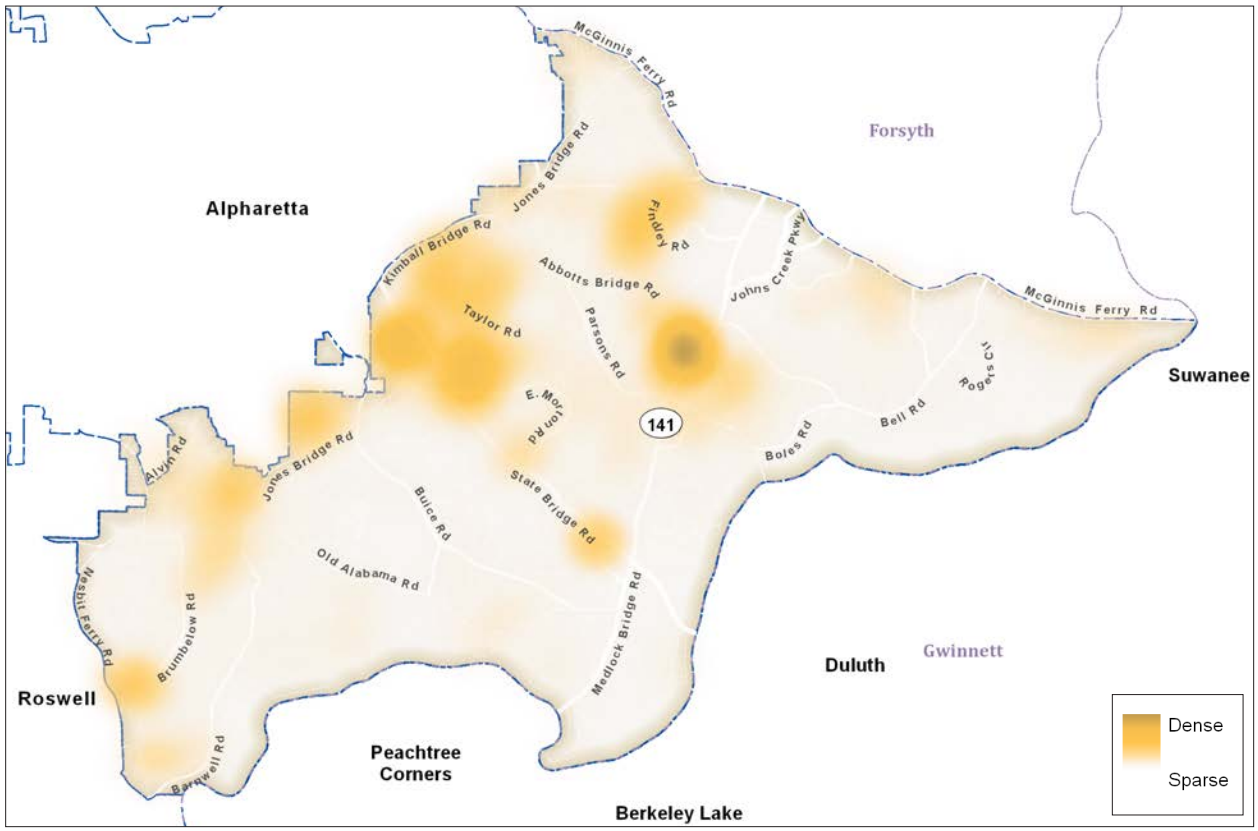
Race Makeup in 2017 and 2022



Caucasian Population in 2017 and 2022

HOUSING PROFILE





Map 3: Distribution of Renter-occupied Single-family Housing

Johns Creek's housing market is characterized predominantly by single-family detached homes.

85% of homes are owner-occupied, compared to 65% in the Atlanta Region. 11% of homes are renter-occupied, and the western and central sections of the City in townhome subdivisions have the highest rate of renter-occupied housing.

Vacancy rates are very low (3%), indicating a healthy residential real estate market. Homes in Johns Creek are valued at over double the median home in the Atlanta Region: $368,725 versus $167,400. However, the median home value in the City is significantly lower than some of the nearby jurisdictions, especially Milton ($473,007) and Sandy Springs ($480,833).

Most of Johns Creek's housing was built during the regional population boom of the 1990s. 75% of houses were built between 1980 and 2000, and only 3.5% of houses were built before 1980. While the City's housing stock is still fairly new, home buyers are being drawn away from Johns Creek because of completely new housing developed in southern Forsyth County, and in the Cities of Alpharetta and Milton.

Out of approximately 29,000 housing units in the City, the total number of built or permitted Senior Housing (age 62+) is 626 units, and the total number of built or permitted Active Adult (age 55+) is 356 units.

Approximately 18% of the City's population is currently part of the Baby Boomer generation, which is anticipated to decline by approximately 8% over the next five years, partly because they are moving out of their family-style housing and "downsizing" to homes with fewer bedrooms but similar quality-of-life features.

Johns Creek currently has limited housing choices available to the Baby Boomer generation to provide them an opportunity to stay within the community. If only 20% of the City's current Baby Boomer population wanted to stay and "downsize" within the City, approximately 3,000 more housing units (Active Adult and Senior) will need to be developed over the next decade.

24

ECONOMIC PROFILE

Alcon Laboratories

Emory Johns Creek Hospital

Employment

Johns Creek boasts an estimated 23,826 jobs. Of these jobs, the largest sectors represented are finance and insurance (15%), retail (13%), and professional and scientific services (12%). The top 5 employers in the city are: State Farm (1,200 jobs); Alcon Laboratories (1,108 jobs); Emory Johns Creek Hospital (800 jobs); Macy's Systems and Technology (765 jobs); and Kroger Co. (561 jobs).

Johns Creek is not a significant employment center in the Region. The City has less than 10% of the share of total jobs in northern Fulton County.

Most of those jobs are located in Technology Park, along SR 141/Medlock Bridge Road, and are clustered near commercial centers at major intersections. Over the next ten years, it is anticipated that some businesses located in the City will be leaving for other areas of the Atlanta Region that offer transit, Class A office space, and other desirable amenities. Jobs currently located in the City do not typically attract a younger and/or highly-skilled workforce.

Johns Creek has 35,443 working residents, and they work primarily in professional and scientific services (24%), education and healthcare (15%), and finance and insurance (10%).

Commuting Pattern

Most working residents (93%) leave Johns Creek to go to work. Only 2,512 people both live and work in the City. It is estimated that 21,000 people commute to Johns Creek for work, while 33,000 people leave the City. This means that traffic heading out of the City is worse during morning peak hours, and traffic returning is worse during the afternoon peak hours.

Most Johns Creek residents work in close proximity to GA 400, primarily within Atlanta, specifically northern Atlanta (14%), Alpharetta (12%), Sandy Springs (8%), and Roswell (5%). Comparatively, commuters to the City come mostly from the same four cities. Other commuters representing smaller percentages come from other surrounding cities such as Duluth, Peachtree Corners, Milton, and Dunwoody.

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Commercial Real Estate

Office Market

Johns Creek represents about 3% of the North Fulton office market, which in turn represents approximately 13% of the total Atlanta market. This means that Johns Creek's office market is extremely weak compared to not only its neighbors in the submarket, but the entire Atlanta market.

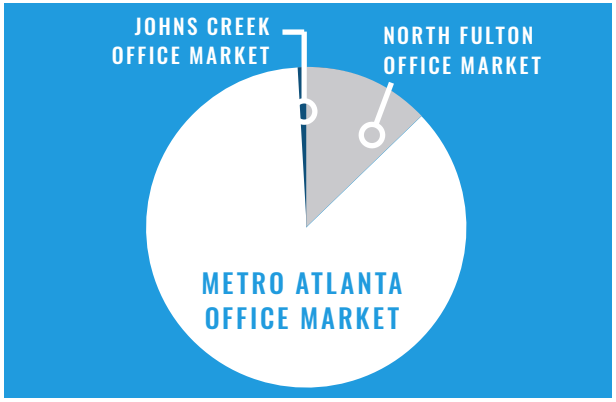
The City has slightly over 3 million square feet of office space with almost 377,000 square feet of vacant space. Most of the vacancies are located in Technology Park. Rental rates at Technology Park are among the lowest in the market at $17.92 per square foot.

Without catalytic development, over the next ten years, the City's office market is expected to grow weaker with businesses continuing to leave for other areas of the Region.

Table 1: Office Market in Johns Creek

	Technology Park	Remainder of City	Total
Inventory	2,618,879	473,750	3,092,629
Number of Buildings	27	14	41
Vacancy Stock	315,698	60,825	376,523
Vacancy Rate	12.10%	12.80%	12.17%
Average Rental Rate	$17.92	$20.56	N/A

Sources: CoStar; Strategic Planning Group, Inc.

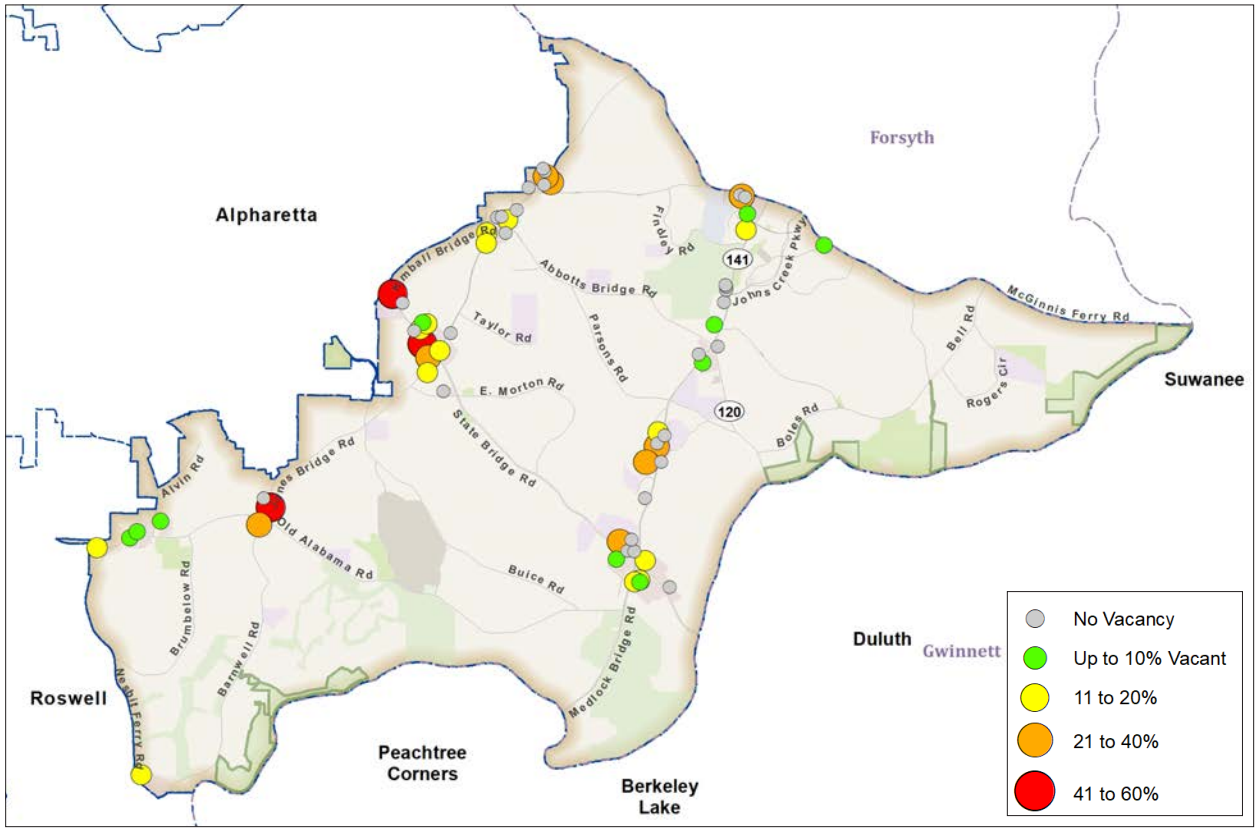


Technology Park Signage

Previous Location of City Hall

12% RETAIL VACANCY

18% SHOPPING CENTER VACANCY



Map 4: Retail Center Vacancy Rates

Retail Market

Johns Creek falls within the North Fulton/ West Gwinnett counties retail submarket, and lies within the primary and/or secondary markets of seven major regional retail centers: Avalon, Gwinnett Place Mall, Mall of Georgia, North Point Mall, Perimeter Mall, the Forum, and the Collection at Forsyth. Based on CoStar data, Johns Creek has over 650,000 square feet of retail space spread out among 29 buildings, and a vacancy rate of 12.3%.

Shopping centers within the City are currently experiencing a vacancy rate of 18%, with the highest vacancy rates (between 21-80%) located in the western half of the City. Retail vacancy is highest in shopping centers along Jones Bridge Road. The average lease for retail in Johns Creek is $14.85 per square foot.

Currently, the City has no Town Center.

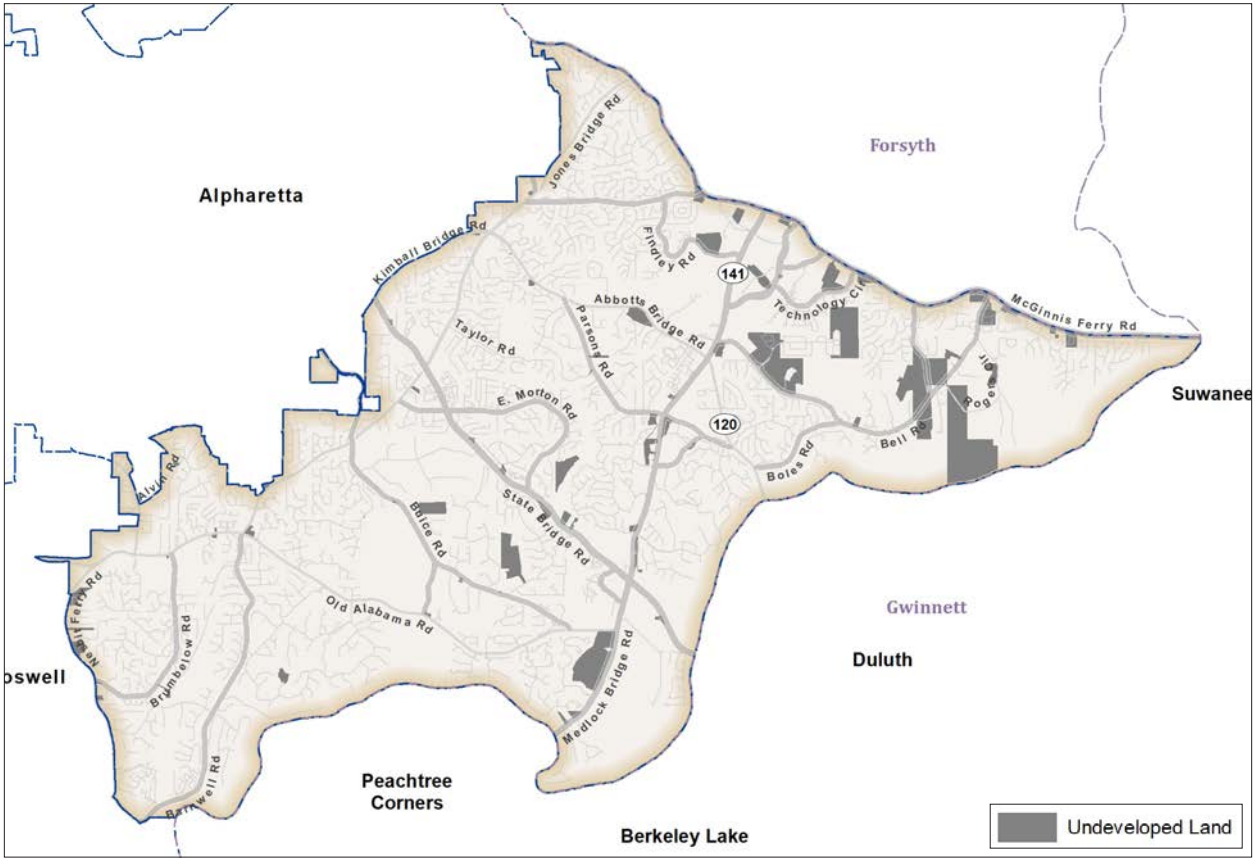
Industrial Market

Johns Creek falls under the North Central Atlanta industrial submarket, the largest of Atlanta's industrial submarkets. The submarket has approximately 128 million square feet of total space, with 10% of that being vacant.

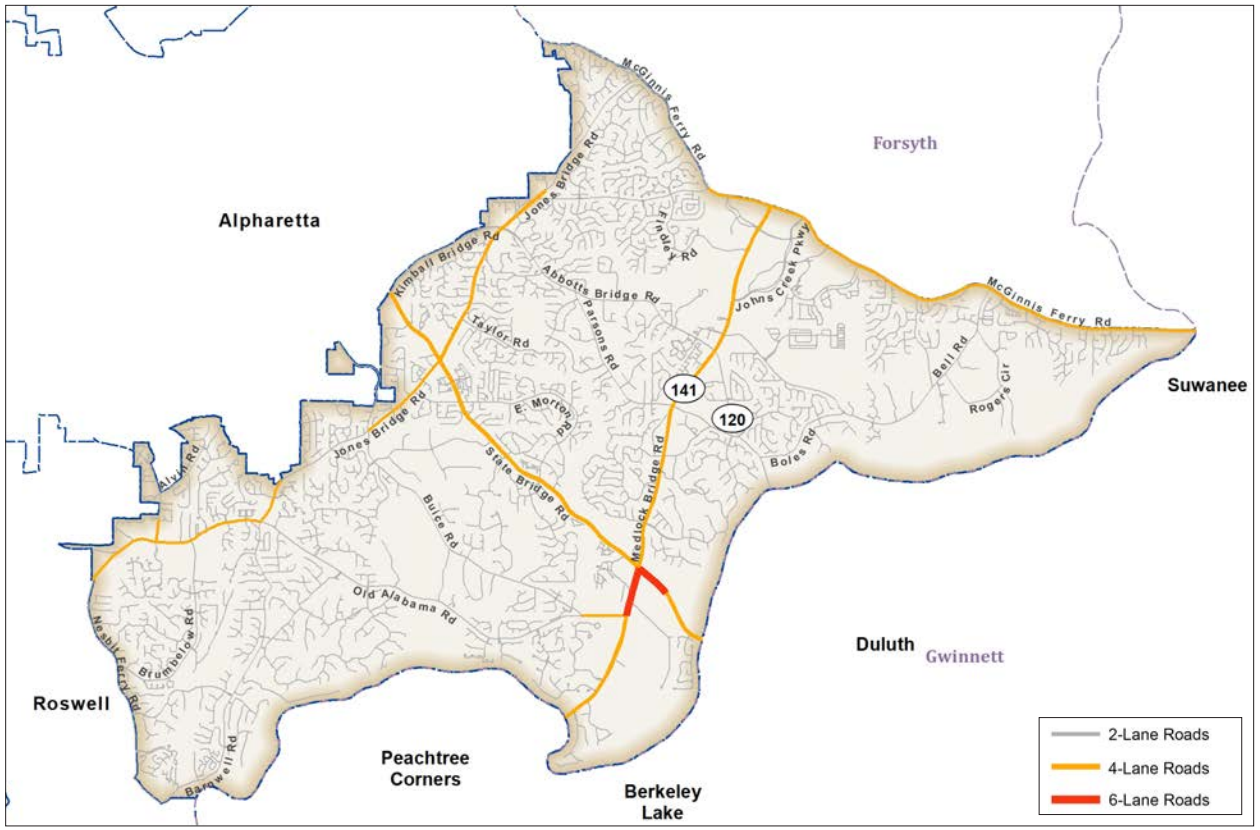
Economic Development Issues

As illustrated in Map 5, the City is largely built-out and there are few vacant parcels available for commercial development. There are few options other than redevelopment of existing space. Technology Park contains the majority of office and industrial space, but it is over 35 years old, and its design as a 1980s suburban business campus is outdated. Without structural changes, over time, the existing Class A offices will become Class B, and the Class B will become Class C, resulting in a reduction in property values. Renovations and improvements are needed for aging shopping centers.

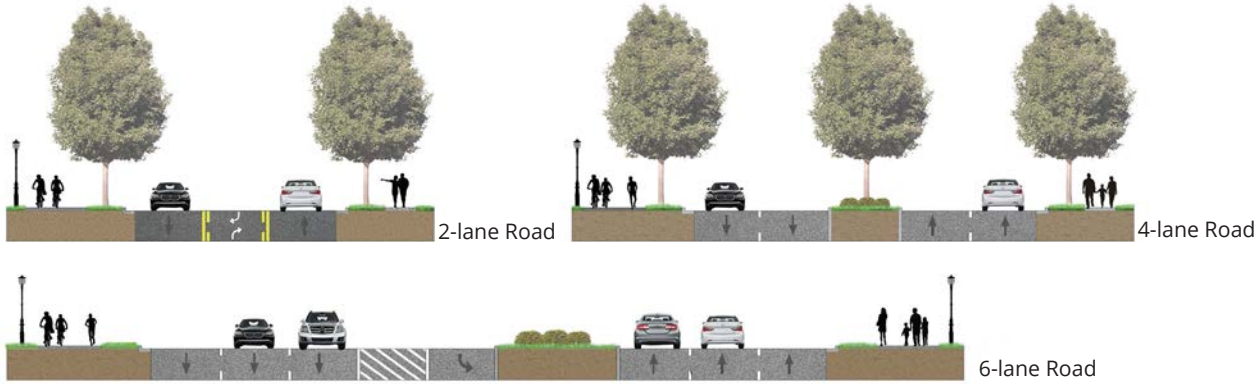
Another challenge the City faces is that commercial properties are dependent on the quality of the street conditions, as well as shared connections to other parcels. The existing retail centers within the City could gain significant fiscal potency through retrofits of larger tracts. This will require alternative thinking in municipal investment, with efforts toward leveraged private investment to cultivate a cluster of mixed uses with a connected pedestrian network.



Map 5: Undeveloped Land



Map 6: Number of Existing Roadway Travel Lanes



2-lane Road

4-lane Road

6-lane Road

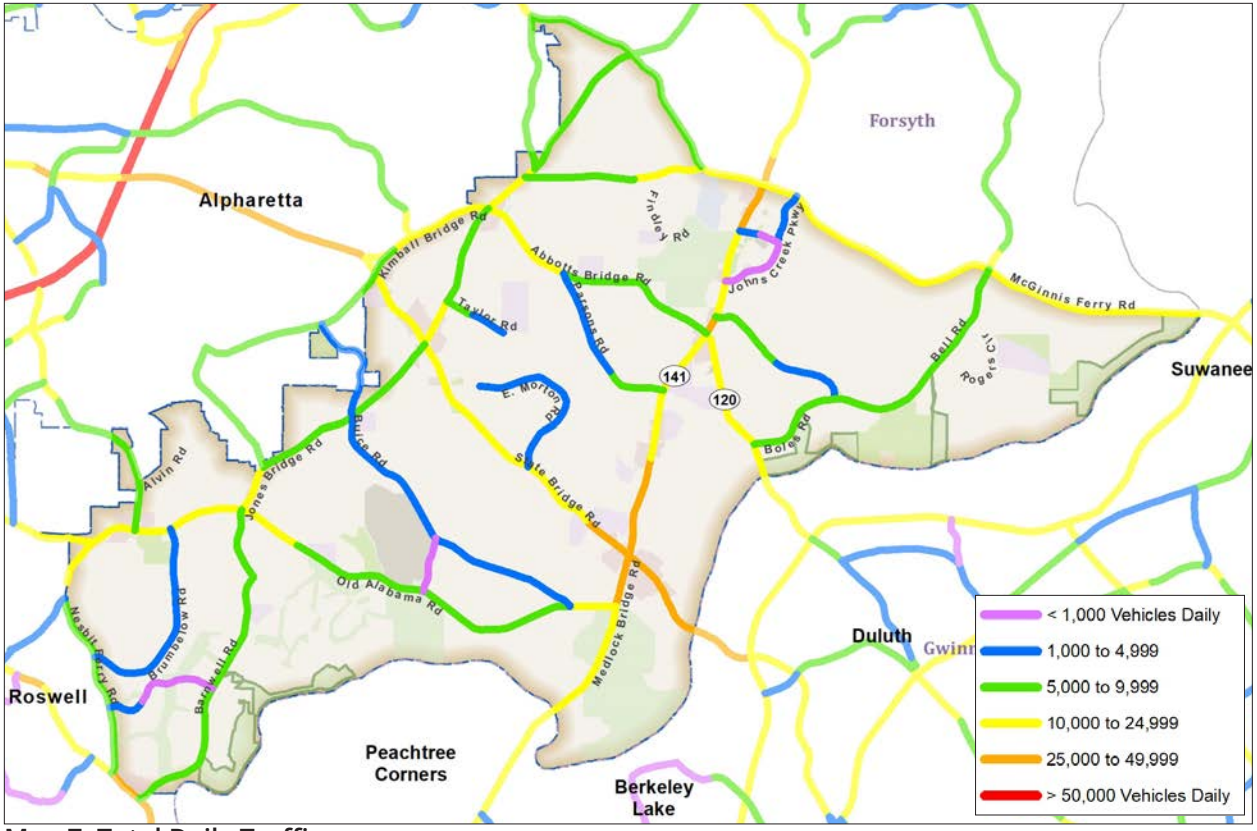
Vehicular Conditions

The vast majority of City residents own vehicles and use them as their primary mode of transportation. The existing roadway network serves the residents, businesses, and commuters traveling through the City. A key aspect of the roadway network is the number of travel lanes along the major streets. Map 6 illustrates the number of existing travel lanes for each major road.

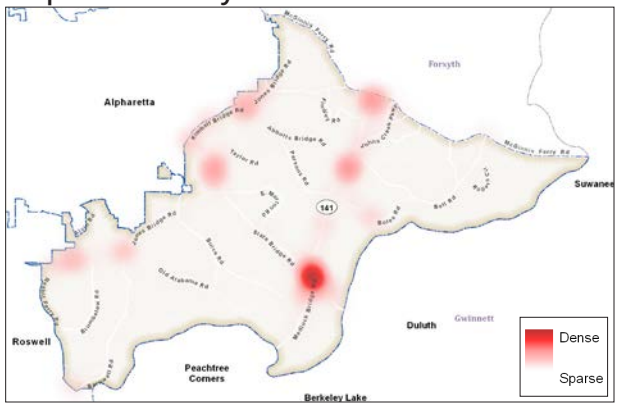
The estimated number of vehicles traveling along the major streets is illustrated on the next page, based on the Atlanta Regional Commission's regional travel demand model, not precise traffic counts. The model includes certain characteristics of the transportation system, including the number of lanes on major roadway segments and posted speed, as both directly affect the capacity of each segment to process and accommodate traffic demand. Using existing land use data, the travel demand model is then able to estimate how traffic is utilizing the transportation system and predict traffic congestion.

The corridors with the highest daily traffic volumes are SR 141/Medlock Bridge Road and State Bridge Road. Some roadway segments experience a poor Level of Service while many secondary streets experience better travel times and less congestion. Medlock Bridge Road, State Bridge Road, Kimball Bridge Road, Abbotts Bridge Road, Old Alabama Road, and McGinnis Ferry Road are currently over capacity, but only during peak commute periods. This is confirmed by reviewing recent travel demand model results for vehicular congestion during peak periods.

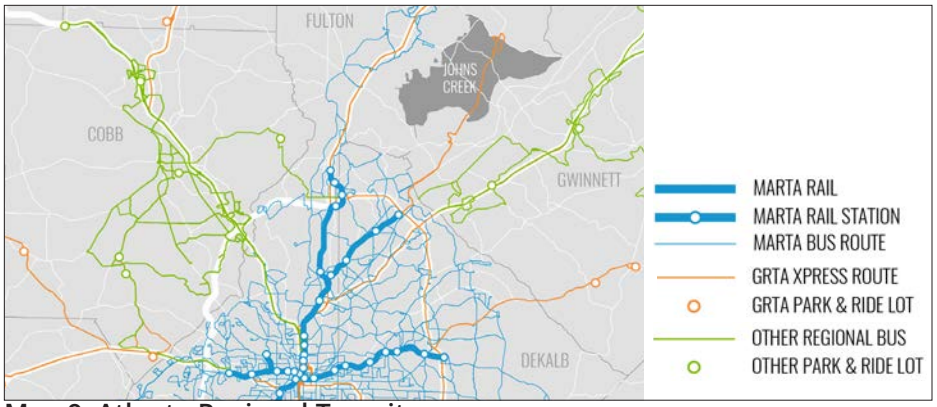
Traffic safety is an indicator of how the existing transportation system is functioning. The crash data (from 2013 to 2015) provided by the Johns Creek Police Department was used to develop Map 8 indicating the location of crashes. As expected, the higher-volume roadways and intersections experienced the majority of accidents.



Map 7: Total Daily Traffic



Map 8: Traffic Accidents (2013-2015)



Map 9: Atlanta Regional Transit

MARTA Doraville Station

Map 10: Existing Transit Route

Transit Conditions

Johns Creek is located within the Metropolitan Atlanta Rapid Transit Authority (MARTA) service boundary; however, there is no MARTA-operated transit service located within the City limits. To access the MARTA system, residents must travel to Doraville, five miles south of the City, most likely by personal vehicle.

The Georgia Regional Transit Authority (GRTA) Xpress Service operates buses to provide commuter routes with limited stops to major employment centers around the Atlanta Region. Johns Creek is served by commuter bus route #408 connecting Johns Creek Technology Park/Emory Hospital to the MARTA Doraville Transit Station via SR 141/Medlock Bridge Road. Service is limited to weekdays and during morning and afternoon peak periods. In the morning, there are two buses inbound (south) and three buses outbound (north). In the afternoon, there are three buses inbound (south) and two buses outbound (north).

Pedestrian and Bicycle Conditions

Public sidewalks maintained by the City are designated for pedestrian use and are typically five feet in width; however, the width varies. Multi-use trails are designated for pedestrian and bicycle use, and are typically a minimum of eight feet wide.

Map 11 illustrates the network of pedestrian travel throughout the City. There are many gaps along major streets and most residential neighborhoods are without sidewalks.

The City constructed the Johns Creek Greenway multi-use trail, which provides a 3.6-mile walkway along the west side of SR 141/Medlock Bridge Road from Findley Road to Old Alabama Road. Another significant project is along State Bridge Road, where the City constructed multi-use trails along both sides of the street for 3.2 miles, extending from Kimball Bridge Road to SR 141/Medlock Bridge Road. SR 120/ Abbotts Bridge Road and Kimball Bridge Road are currently being widened from 2 lanes to 4 lanes, and will also have trails along both sides when complete in 2019.

Map 11: Existing Pedestrian and Bicycle Paths

PARKS AND RECREATION PROFILE

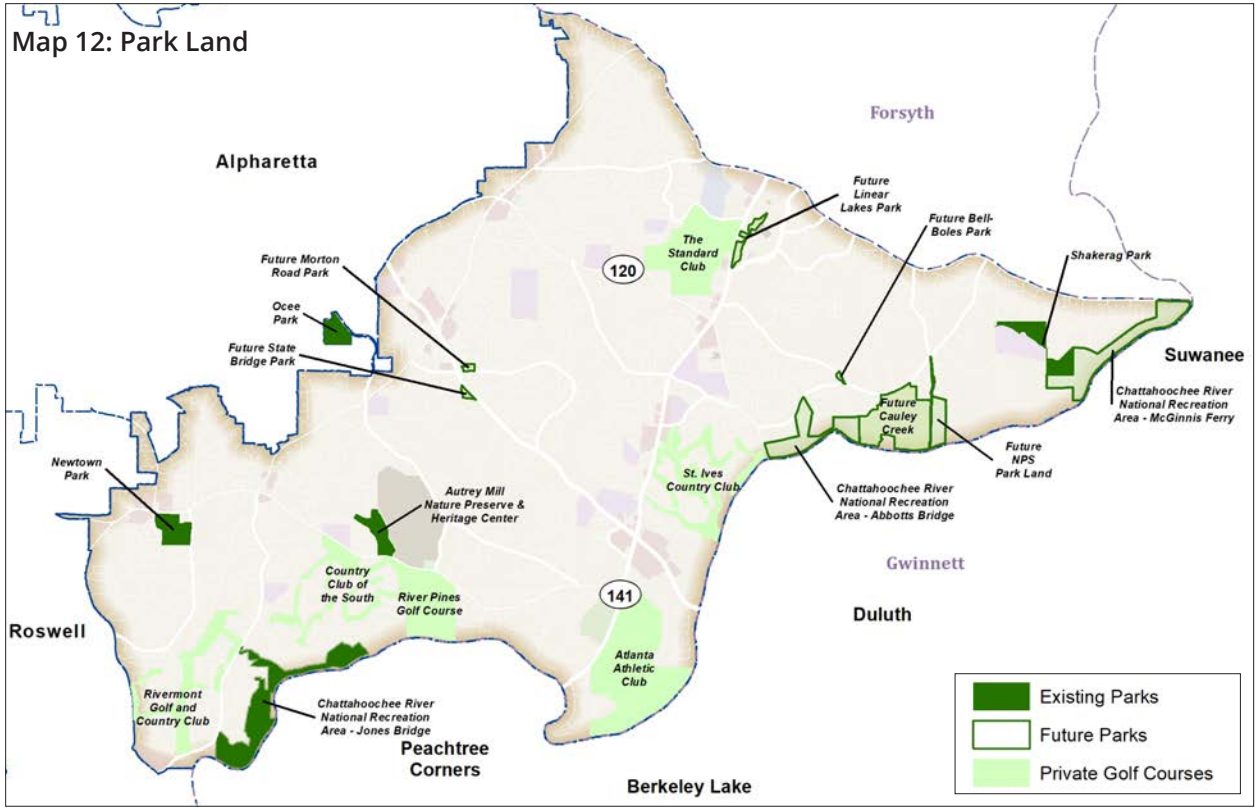


Table 2: City Park Inventory

City Park	Acreage	Development Status
Autrey Mill Nature Preserve and Heritage Center	44.92	Developed
Newtown Park	52.6	Developed
Ocee Park	35.93	Developed
Shakerag Park	66.8	Developed
Bell-Boles Park	2.33	Undeveloped
Cauley Creek Park	192.6	Undeveloped
Morton Road Park	4.23	Undeveloped
State Bridge Road Park	4.81	Undeveloped
Tech Park Linear Park	19.47	Undeveloped
Total	**423.69 acres**	

City Parks

The City of Johns Creek currently owns, operates, and maintains four parks: Autrey Mill Nature Preserve and Heritage Center, Newtown Park, Ocee Park, and Shakerag Park, totaling 200 acres. In addition, the City owns five undeveloped properties planned for future park use: Bell-Boles Park, Cauley Creek Park, Morton Road Park, State Bridge Road Park, and a linear park in Tech Park.

National Park Service

The National Park Service (NPS) owns three units of the Chattahoochee River National Recreation Area (CRNRA) within the City. The CRNRA-Jones Bridge offers a wide range of passive recreational opportunities while the CRNRA-Abbotts Bridge and CRNRA-McGinnis Ferry are currently undeveloped. NPS has recently purchased an additional 42.69 acres adjacent to the future Cauley Creek Park and the land is also undeveloped.

Golf Courses

There are six golf courses in Johns Creek: Atlanta Athletic Club, Country Club of the South, Rivermont Golf and Country Club, River Pines, St. Ives, and Standard Club.

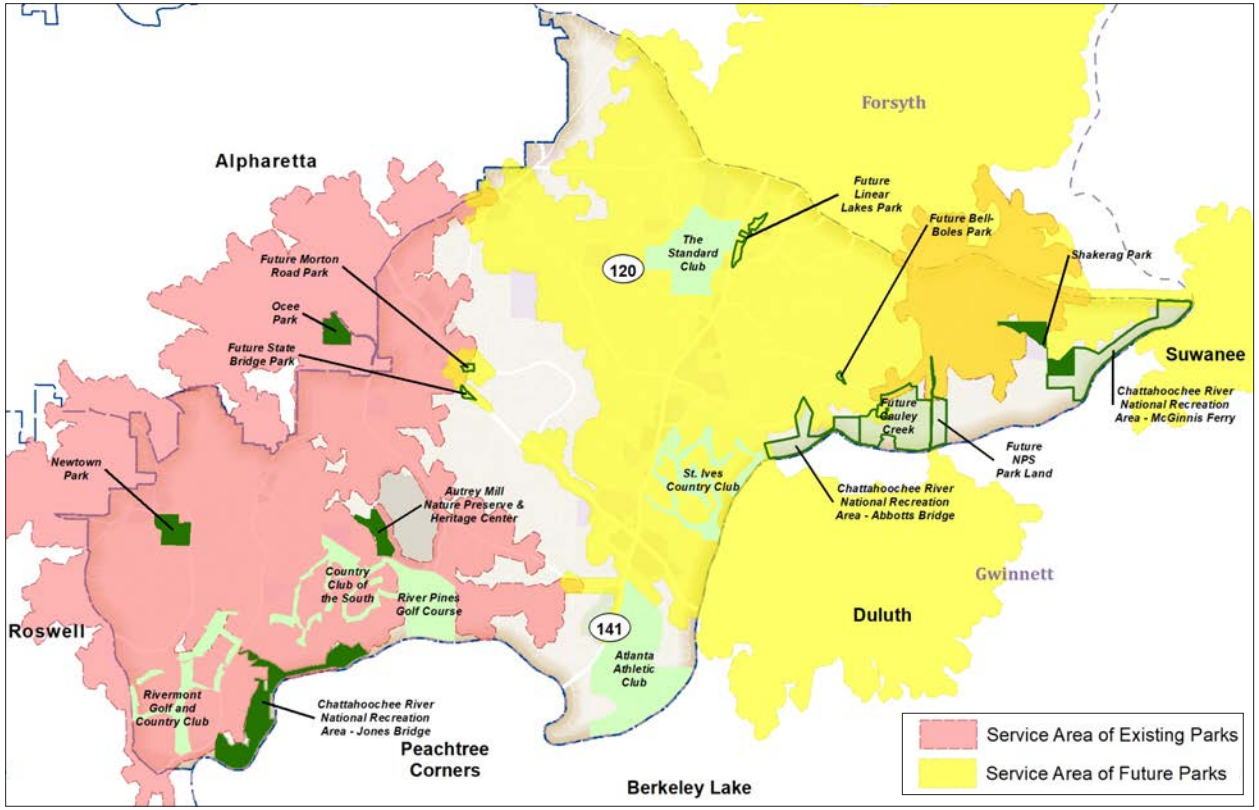
Level of Service Analysis

The most common method of evaluating the park system level of service (LOS) is to compare against standards established by the National Recreation and Parks Association (NRPA).

The number of park land acres per thousand people has been the most commonly used standard. According to the 2017 NRPA Agency Performance Review, the typical park and recreation agency has 9.6 acres of park land for every 1,000 residents. The City of Johns Creek currently owns 423.69 acres of park land (developed and undeveloped), 4.99 acres for every 1,000 residents.

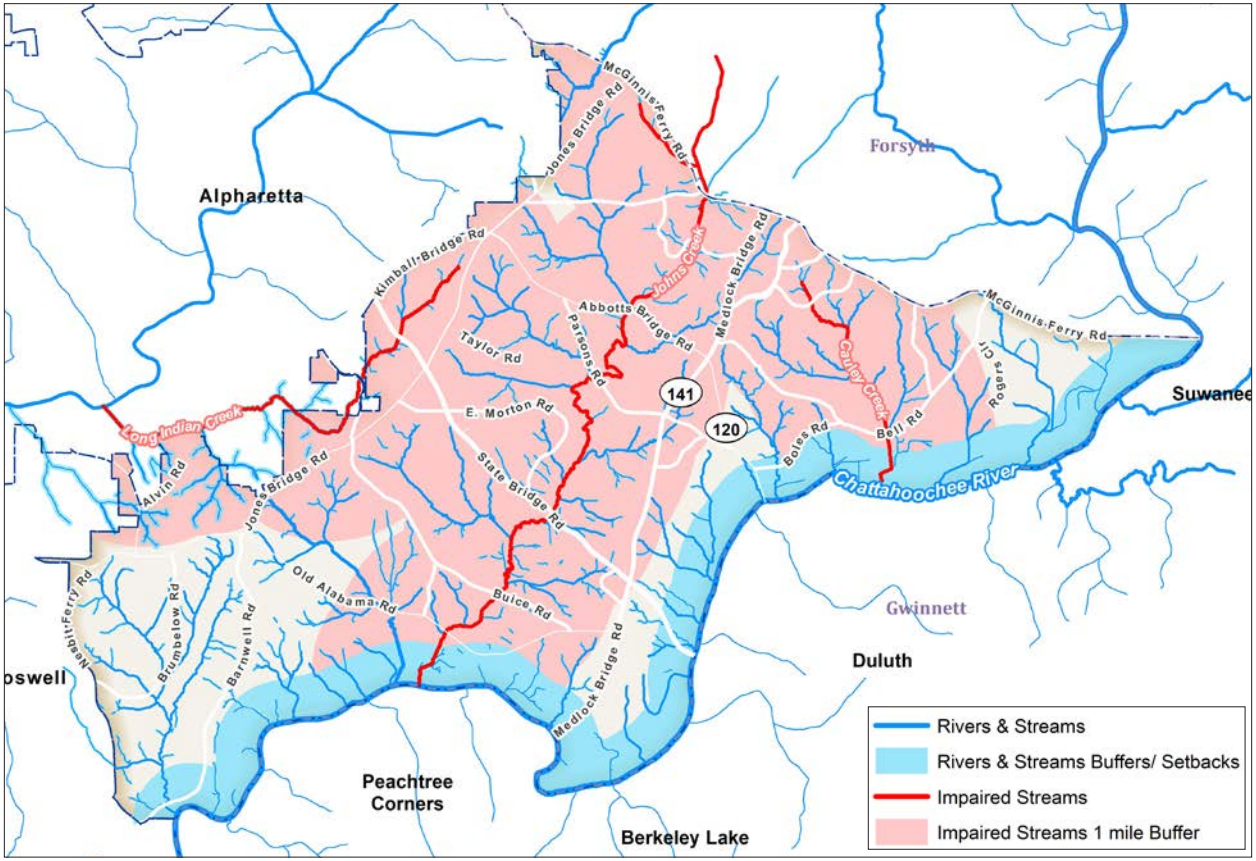
Currently, there are significant geographical gaps in park service in the City. Using NRPA guidelines for park service radius, the planning team determined that 66.1% of Johns Creek residents are not served by public parks. Even with the anticipation of new parks in the next five years, there are still geographical gaps in park service, particularly in the middle of the City, as illustrated in Map 13.

By any reasonable standard, the City of Johns Creek has a substantial need for additional parks.



Map 13: Park System Level of Service

NATURAL RESOURCES PROFILE



Map 14: Rivers, Streams and Buffers

The City of Johns Creek is located in a region with an abundance of waterways, large and small, verdant rolling hills, and a large tree canopy. Together, our natural environment contributes to our quality of life and well-being. Future development growth within the City should be designed to preserve and protect our natural environment.

Hydrology

The City has 13.5 miles of the Chattahoochee River, which forms the City's eastern and southern boundaries. The River is protected under the 1973 Metropolitan River Protection Act, with a 50-foot natural undisturbed buffer and a 150-foot impervious area buffer. Additionally, land located within 2,000 feet of the River's edge is protected under the Chattahoochee River Corridor Plan, which greatly limits the amount of disturbed and impervious surface areas.

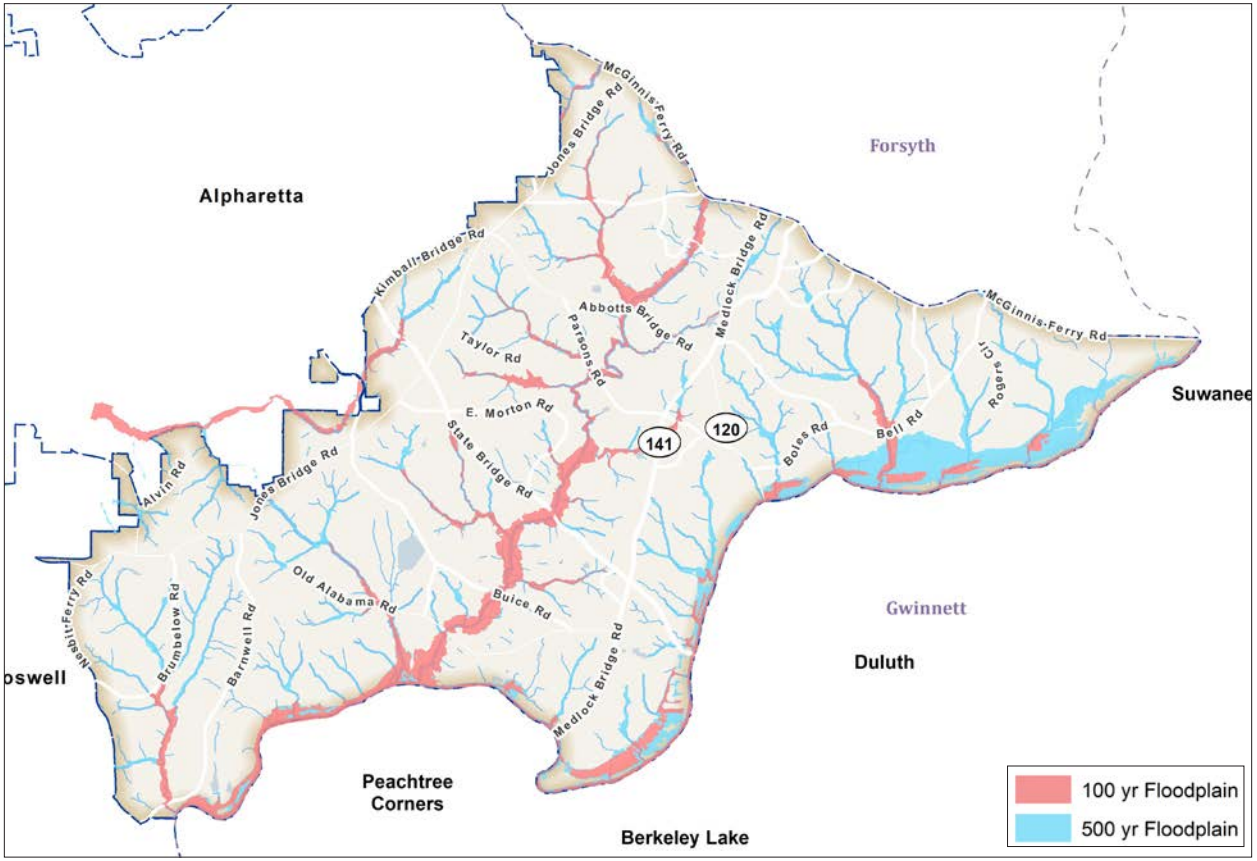
The City also has three impaired streams within its boundaries that flow into the Chattahoochee River – Johns Creek, Cauley Creek, and Long Indian Creek – that comprise 14,740.3 acres of sensitive watershed area. 1015.1 acres of these watersheds are in 100-year floodplains, falling under the Federal Emergency Management Agency and the City's Floodplain Management regulations.

35

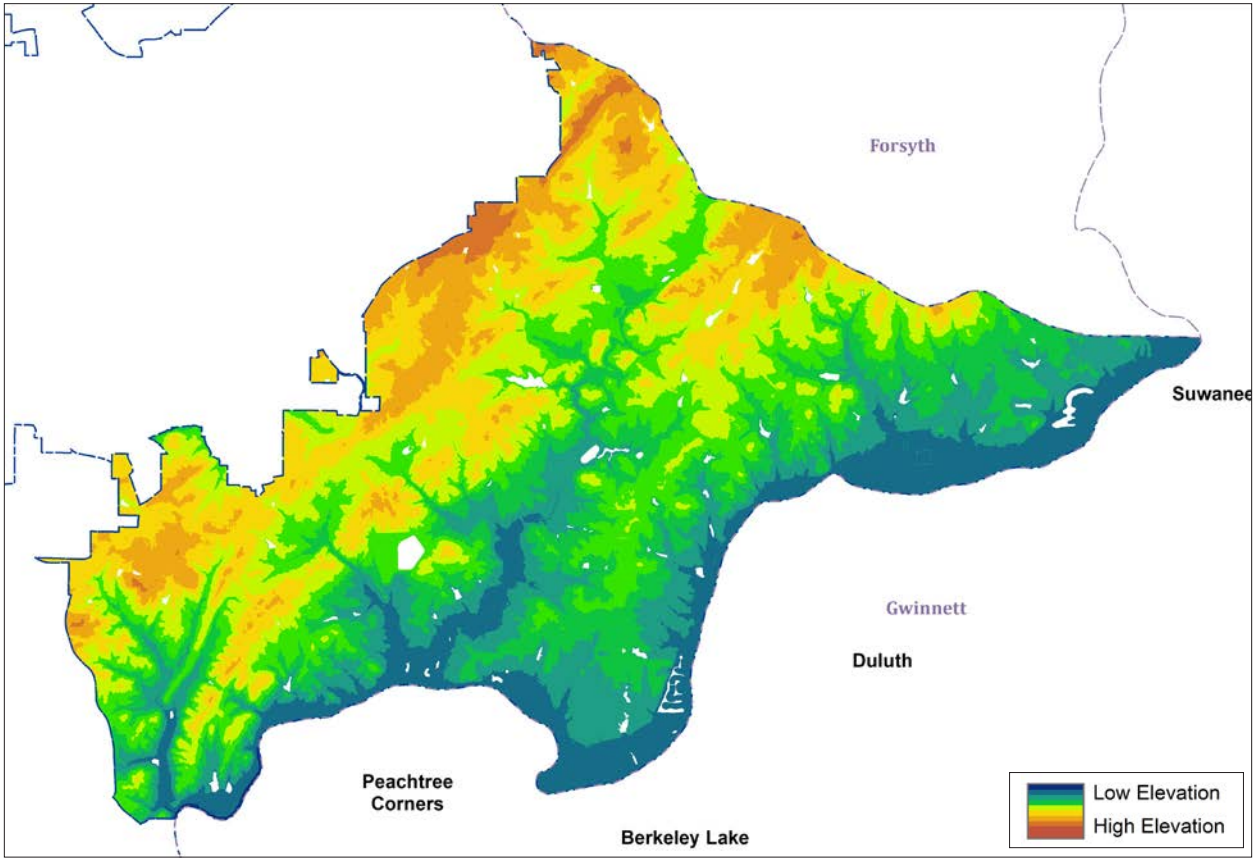
Development within these floodplains may not alter the area's flood characteristics or create hazardous velocities of water.

The City's natural waterways are protected by the City's stormwater management regulations, which require a 50-foot undisturbed natural buffer on both sides of a stream or tributary, plus an additional 25-foot impervious buffer. This is intended to protect our streams and creeks from further erosion and to cool water temperatures with tree canopies and plant vegetation along our streams' banks. The City's streams and tributaries are also protected under the City's Municipal Separate Storm Sewer Systems permit.

Water is the City's most vital natural resource, and City residents receive their drinking water from the Chattahoochee River via Fulton County. Therefore, keeping our local streams and tributaries clean and cool has a direct impact on our water quality.



Map 15: 100-year and 500-year Floodplain



Map 16: Topography

Topography

The City's topography is primarily gentle rolling hills, with low point elevations of approximately 880 feet above sea level along the Chattahoochee River and high points up to 1,180 feet above sea level in the Ocee Community Area along the City's western boundary.

Steep slopes are one of the most sensitive environmental features. They pose significant constraints to land development, being highly susceptible to soil loss, erosion, excessive stormwater runoff, and subsidence if disturbed. Such disturbance can harm ecological values such as water quality, damage man-made structures, and present public safety risks. The City pays close attention to steep slopes in its development permitting processes. The City permits grading of lands with a slope of 2:1 (one vertical foot of rise for every two feet of horizontal displacement) or less. Lands with slopes greater than 2:1 require the use of a retaining wall.

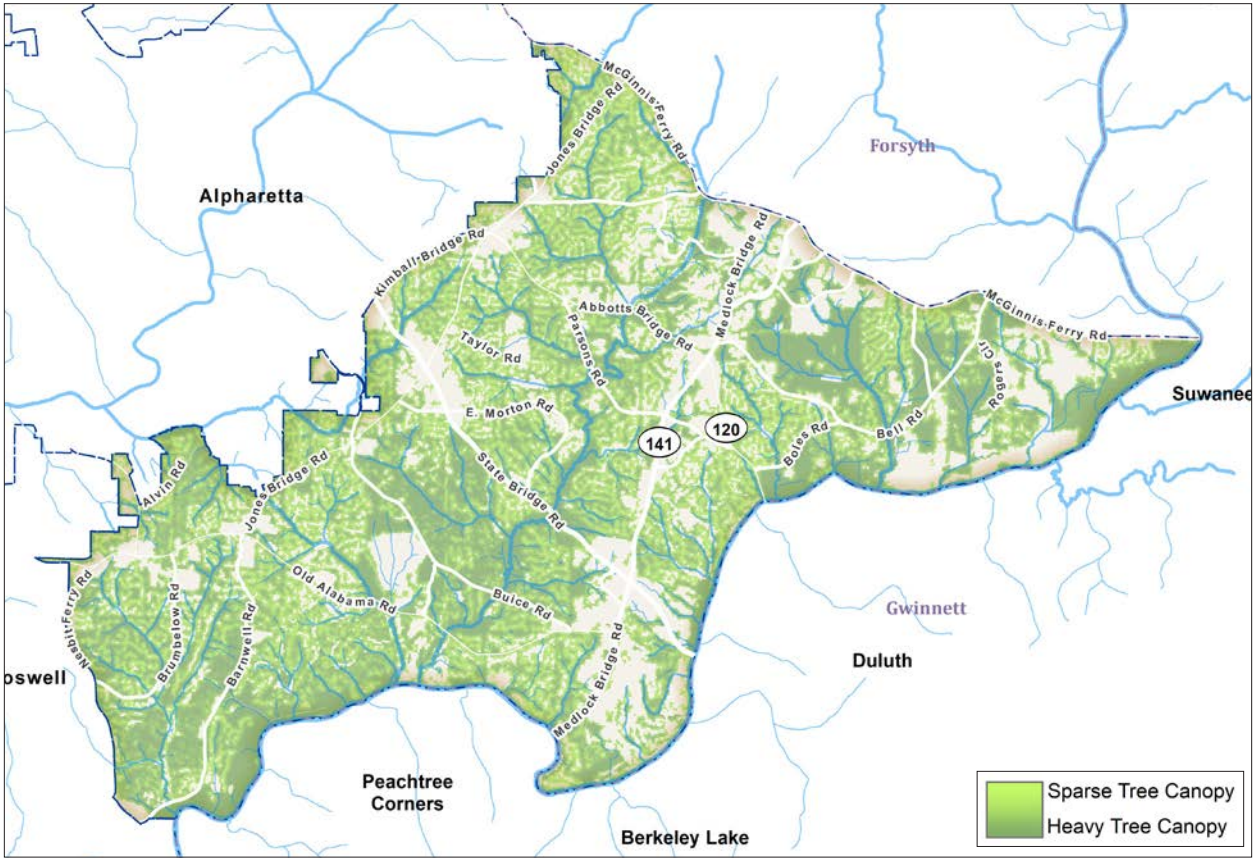
Tree Canopy

The City protects its tree canopy and specimen trees under its Tree Ordinance and Administrative Guidelines.

The City's Arborist reviews all land disturbance and building activities to ensure compliance with the Tree Ordinance. For development activities that adversely impact existing tree canopies and specimen trees, the City requires replacement of the removed specimen trees and, if not enough land is available planting of new trees on the impacted site. The City requires payment into its Tree Replacement Fund – which is used to purchase trees for planting in the City's parks, streetscapes and other City lands.

Benefits to citizens derived from tree protection and replanting include:

- Improved control of soil erosion;
- Moderation of storm water runoff and improved water quality;
- Interception of airborne particulate matter and the reduction of some air pollutants;
- Enhanced habitat for desirable wildlife;
- Reduction of noise and glare;
- Climate moderation;
- Aesthetics and scenic amenity; and
- Increased property value.



Map 17: Tree Canopy in 2011

National Register Eligible Properties

The only property in the City listed in the National Register of Historic Places is the former Newtown Elementary School, located at 3125 Old Alabama Road. An extensive renovation of the building began in 2010 and the facility is now named "Park Place at Newtown School" and is a center for active senior adults.

The University of Georgia's Center for Community Design and Preservation conducted a historic resource survey for the City of Johns Creek in 2012. The Survey Report yielded an analysis of 48 properties that may be historic resources. The properties were reviewed solely for architectural significance with the National Register of Historic Places. Of the 48 properties, 15 were deemed eligible to be listed in the National Register of Historic Places. As of January 2018, six have been demolished – leaving the following nine properties as eligible:

1. 9235 Brumbelow Road – circa 1924 Front Gable Bungalow
2. 10660 Rogers Circle Road – circa 1840 Central Hall Cottage
3. 10985 Bell Road – Mid-1960s Ranch House
4. 10935 Bell Road – circa 1850s Gabled Ell Cottage

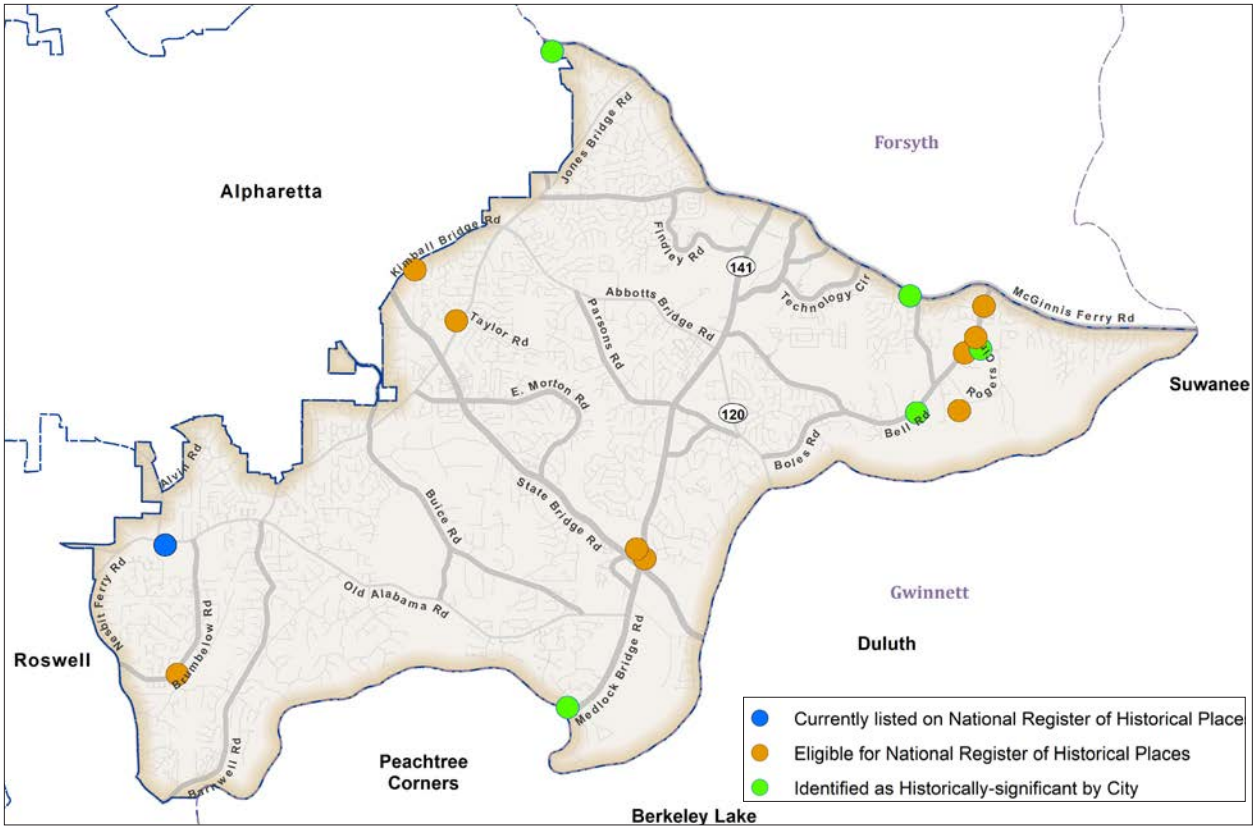
5. 11245 Bell Road – circa 1955 Ranch House
6. 4505 Kimball Bridge Road – circa 1900 Queen Anne Rural Cottage
7. 9800 Medlock Bridge Road – circa 1932 Colonial Revival School
8. 11100 Jones Bridge Road – circa 1955 Brick Ranch
9. 9735 Medlock Bridge Road – Macedonia African Methodist Church Cemetery

All information collected by the field survey was entered into Georgia's Natural, Archaeological and Historic Resources Geographical Information System. The survey information was entered under survey ID 2198, "City of Johns Creek," and can be accessed at: https://www.gnahrgis.org/gnahrgis/index.do.

Locally Significant Properties

In addition to the nine architecturally significant properties listed above, five more properties have been identified by Community Development staff as being both historically significant to the City of Johns Creek and to the overall history of this part of Georgia:

10. 9110 Medlock Bridge Road – circa 1923 New South Cottage
11. 10960 Rogers Circle – circa 1915 Saddle Bag Cottage



Map 18: Historic Properties

12. 7315 McGinnis Ferry Road – circa 1875 Lowe-Bell House
13. 7355 Bell Road - circa 1804 Georgian House
14. 12745 Douglas Road – 1880s Hall-Parlor

It is recommended that the City protect its history by enacting a Historic Preservation Ordinance. This new Ordinance would encourage the preservation of historic resources with incentives for owners who provide for the preservation, restoration, rehabilitation, and permanent protection of historic buildings.

community
vibrant
planned
residential
family-friendly
connected
expensive
walkable-community
kid-friendly
technology
established
balanced
pleasant
charming
potential
navigatable
evolving
modern
safe
cosmopolitan
innovative
desirable
growing
upscale
multimodal
great
landmark
affluent
accommodating
suburban home
beautiful
greener
exceptional
thriving
exciting
booming
destination
purposeful
recreational
welcoming
hopeful
smarter
sophisticated
subdivisions
inclusive
successful
exclusive
sustainable
forward
futuristic
livable
diverse
bike-friendly
progressive
better
fun
open
high-class
comfortable
dreamy
hopping
popular
coveted
admired
secure
dated
still-amazing
dynamic
rich
city
trendy
natural
excellent
sleek
lively
small
lovely
good
dense
refined
stable
vital
fluid
quiet
local
vivid
nice
ethnic
realized
friendly
pastoral
carefree
together
superior
efficient
fantastic
inviting
enviable
peaceful
all-in-one
visionary
perfect
organized
proactive
protected
optimism
advanced
awesome
accomplished
outstanding
international
open-space
sidewalks
accessible
trend-setter
prosperous
neighborhoods
active
quality-residential
focused
mixed-use

The City profile in Chapter 1 demonstrates that Johns Creek's development prior to incorporation was not always focused or guided. While we cannot undo past decisions, we can change the trajectory of future growth and development through long-term collaboration, commitment, and bold action.

Creating a new vision for the City through the Comprehensive Plan is the first step in this process. The second and most important step involves establishing goals and priorities. The final step requires the City to commit to a clear course of action.

The vision was created using the combined results of technical analyses and input gathered from public engagement. The goals, objectives and strategies are divided into seven themes: housing, parks and recreation, natural and historic preservation, economic development, transportation, land use and intergovernmental relations.

HOUSING

GOAL 1: PROTECT AND PRESERVE THE CITY'S PREMIER RESIDENTIAL COMMUNITIES AND ENHANCE OUR OVERALL QUALITY OF LIFE.

Objective 1. Ensure the integrity of existing single-family residential neighborhoods from overdevelopment of adjacent undeveloped/underdeveloped parcels.

Strategy: Require undeveloped/underdeveloped parcels to be developed with a similar residential density as the surrounding neighborhood(s).

Objective 2. Protect and preserve residential subdivision entrances and landscape strips/tree buffers along collector and arterial roadways.

Objective 3. Require all new residential subdivisions to foster a sense of community by including usable common space.

Objective 4. Promote housing options within the City to attract and retain all age groups.

Strategy: Expand senior housing options to promote opportunities for "aging in place" and encourage active-adult and age-restricted housing developments near shopping and health-related services, especially in village designated areas and the Town Center.

Strategy: Expand home-owner housing options for Millennials, especially in village designated areas and the Town Center.

Strategy: Expand housing options for employees working in Technology Park, especially those in critical positions such as hospital workers.

GOAL 2: PROVIDE SUPERIOR RECREATIONAL AND CULTURAL ACTIVITIES THROUGHOUT THE CITY.

Objective 1. Implement the strategies and projects identified in the Johns Creek Recreation and Parks Strategic Plan, adopted by the City in 2016.

Strategy: Complete the design and build-out of the five new parks: Cauley Creek Park, State Bridge Road Park, Morton Road Park, Boles-Bell Park and the Linear Park in Tech Park.

Strategy: Complete the improvements to Newtown Park, Ocee Park, Autrey Mill Preserve and Shakerag Park.

Objective 2. Ensure each Community Area has easy access to a park.

Strategy: Create a series of new and enhanced public spaces – including parks, plazas, and green spaces – throughout the city to serve as locations for residents to gather and interact.

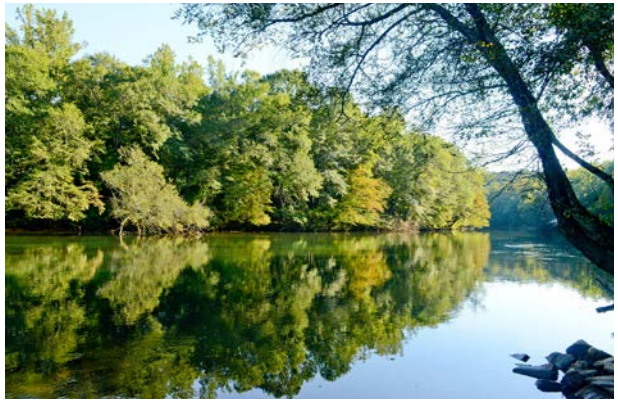
Strategy: Encourage the City, if financially feasible, to acquire new parkland for community areas which are underserved by parks.

Objective 3. Ensure each Community Area has easy access to a recreational trail system.

Strategy: Create recreational trails separated from roadways by landscaping to encourage walking, biking and the use of electric carts to make local trips to area office complexes, schools, shopping centers, religious institutions, libraries and parks.

Objective 4. Support and encourage cultural activities, events and festivals.

NATURAL AND HISTORIC PRESERVATION



GOAL 3: PROTECT THE CITY'S NATURAL ENVIRONMENT AND HISTORIC RESOURCES.

Objective 1. Conserve natural areas such as floodplains, wetlands, tree groves, and specimen trees from future land development.

Strategy: Revise existing development regulations to minimize both the extent of grading and the removal of existing vegetation as part of development.

Strategy: Require a percentage of the land to be developed to be designated as open space and amenity space for new subdivisions.

Strategy: Integrate the preservation of natural areas, rivers and streams and environmental aesthetics into site plan designs.

Strategy: Encourage green building design, technology and sustainable site design in all new development.

Strategy: Work with environmental stakeholders to obtain advice on environmentally responsible policies and practices.

Objective 2. Preserve large tracts of undeveloped land as natural resources.

Strategy: Encourage parks, large agricultural areas and other green spaces to be protected in perpetuity.

Strategy: Acquire undeveloped lands to protect natural resources from development, if City funding allows.

Strategy: Support local land trusts to acquire stream corridors and their tributaries to provide floodway protection, natural habitat corridors and passive recreation resources.

Objective 3. Ensure existing properties with historical and/or architectural importance are protected.

Strategy: Adopt a historic preservation ordinance.

Objective 4. Preserve golfing facilities as natural resources.

Strategy: Allow future development rights to be transferred to other redevelopment areas within the City if golf facilities are offered for sale to preserve the land as a natural resource in perpetuity.

Strategy: Allow adjacent homeowners association the first rights of refusal to purchase the golfing facility to preserve the land as a natural resource in perpetuity.

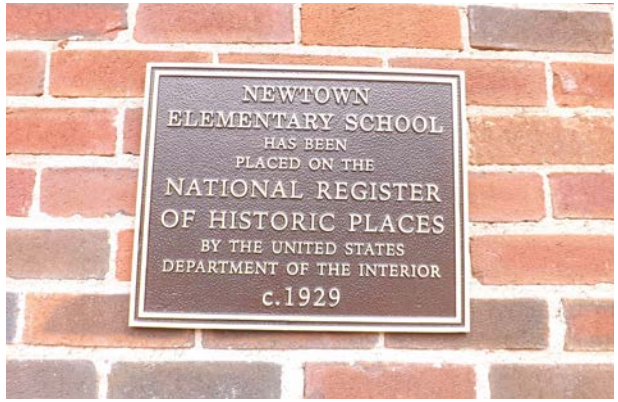
Strategy: In the event existing privately-owned recreational facilities are offered for sale, the City should use its best efforts to acquire such properties and preserve them as open space or recreational facilities for the residents.

Objective 5. Protect, preserve and restore the City's State Waters, buffers and river corridors.

Strategy: Enforce the provisions of the City's Storm Water Management Program and the Municipal Separate Stormwater Sewer System permit.

Strategy: Study the feasibility of a stormwater utility that will create a permanent source of funding to protect and restore existing stormwater facilities located within the City.

Strategy: Where feasible, implement new techniques and products that will decrease impervious surface areas within the City's four impaired watersheds: Long Indian Creek; Johns Creek; Cauley Creek; and the Chattahoochee River Corridor.



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ECONOMIC DEVELOPMENT

GOAL 4: EXPAND THE CITY'S ECONOMIC BASE.

Objective 1. Attract new private companies to Technology Park to ensure a strong economic future.

> **Strategy:** Target businesses that have health innovation and wellness, technology, information and software focuses that will complement the existing businesses located in Technology Park.
>
> **Strategy:** Create a walkable town center for Technology Park that contains a mix of housing options, restaurants, entertainment and public spaces to attract targeted companies.
>
> **Strategy:** Support and encourage the private sector development of Class A office space and high quality meeting and event space.

Objective 2. Attract private entities to redevelop existing neighborhood commercial shopping centers with high vacancy rates into village centers with public gathering spaces surrounded by mixed uses and/or retail uses.

Objective 3. Support the private development of small businesses and live-work spaces within the mixed-use areas identified in the future land use map.

Objective 4. Encourage the creation and retention of local businesses in Johns Creek.

> **Strategy:** Collaborate, support and partner with local businesses desiring to bring healthcare innovation and wellness businesses into the City.

Objective 5. Implement the City's adopted 2016 Strategic Economic Development Plan.

GOAL 5: CREATE AN IDENTITY FOR THE CITY.

Objective 1. Create a vibrant Town Center for the City in the heart of Technology Park to provide a place for citizens, workers and visitors to live, work, eat, play and shop.

Objective 2. Rebrand the City's auto-centric, suburban identity into a small town feel by creating walkable, mixed-use villages in designated Community Areas.

Objective 3. Reinforce the City's identity by creating attractive gateways at major entry points to the City.

Objective 4. Enhance the City's identity by supporting the private development of a performing/visual arts and event space as an entertainment venue and community resource.

Objective 5. Complement the City's identity by supporting and encouraging public art throughout the City's public spaces.

GOAL 6: CREATE A CITYWIDE MULTI-MODAL TRANSPORTATION NETWORK.

Objective 1. Provide alternative ways to make local trips within the City.

Strategy: Complete missing sections of sidewalks throughout the City.

Strategy: Develop a complete street grid system to create alternate ways to travel around major intersections and through existing shopping centers to improve vehicular safety and traffic flow.

Strategy: Encourage residential subdivisions to identify locations where multi-use path connections can be made to encourage bicycle and pedestrian connections.

Strategy: Provide a system of multi-use trails located along arterial, collector and local roadways to connect residential subdivisions to community destinations (schools, libraries, shopping, parks and religious institutions) to minimize the need to utilize adjacent roadways for short trips.

Strategy: Allow for the use of small motorized vehicles (i.e., electric golf carts referred to as Personal Transportation Vehicles by the State of Georgia) on all City roads posted with a 25 mile per hour or less speed limit.

Strategy: Allow for the use of bicycles on all City trails where appropriate.

Strategy: Where supported by residential neighborhoods, connect subdivisions to a public local street, collector, or arterial via a new street developed by the City to increase the number of ways in and out of residential subdivisions.

Strategy: Preserve existing public rights of way to ensure the development of future trails.

Objective 2. Create safe pedestrian and bike path ways.

Strategy: Separate sidewalks and trails from vehicular lanes by landscaped medians.

Strategy: Reduce speed limits along arterial and connector roadways, where appropriate.

Strategy: Develop ways to separate pedestrian/bike/electric cart traffic movements from vehicular traffic movements at the City's main intersections.

Strategy: Improve pedestrian and bicyclist safety along major arterial and connector roadways by enhancing pedestrian crossings, providing pedestrian under/overpasses where necessary.

Objective 3. Improve traffic movements.

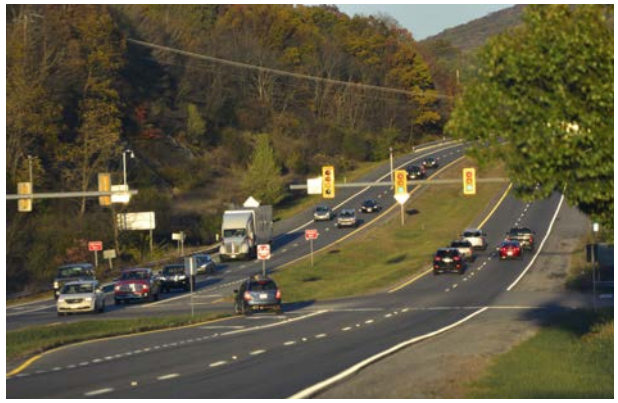
Strategy: Improve traffic signal timing and coordination on all major arterial and collector roadways.

Strategy: Where supported by the community, provide capacity improvements to arterial roadways.

Strategy: Where feasible, provide new roadways to enhance traffic movements.

Strategy: Where feasible, remove turning lane bump outs that restrict the flow of traffic in the turning lane.

Strategy: Where supported by existing subdivisions provide left turn lanes to allow residents easier access to collector and minor arterial roadways.



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Strategy: Where supported by existing subdivisions, provide roundabouts to allow residents easier access to collector and minor arterial roadways.

Strategy: Where feasible, remove existing traffic signals and replace with appropriate-sized traffic roundabouts to improve safety and reduce wait times at lights.

Objective 4. Improve traffic safety.

Strategy: Create a traffic calming program that involves physical improvements designed to decrease traffic speed.

Strategy: Separate pedestrian movements from vehicular movements at major intersections.

Strategy: Reduce or eliminate left turns at intersections and create alternative methods or locations in which to turn left.

Strategy: Repair and/or replace older bridges, especially those that do not have sidewalks.

Objective 5. Reduce personal vehicle trips to/from schools by improving alternative transportation options near public schools.

Strategy: Encourage greater levels of school bus ridership.

Strategy: Where supported by existing subdivisions, connect subdivisions with pathways to schools.

Strategy: Create new pathways through easements, buffers and landscape strips that offer students safe walking, biking and carting.

GOAL 7: ENSURE THE CITY HAS THE APPROPRIATE TOOLS TO IMPLEMENT THE GOALS OF THE COMPREHENSIVE PLAN.

Objective 1. Ensure the City's existing ordinances and regulations that control land development are aligned with the goals of the Comprehensive Plan.

> **Strategy:** Create a Unified Development Code by combining the City's zoning, tree, and sign ordinances with the City's stormwater and land development regulations.

Objective 2. Ensure new development and future redevelopment maintains each Community Area's natural and physical character.

> **Strategy:** Create site and architectural design standards for new development/ redevelopment based on the City's updated Community Areas' visions.

> **Strategy:** Develop specific area plans or master plans for Community Areas that have been designated to have village centers.

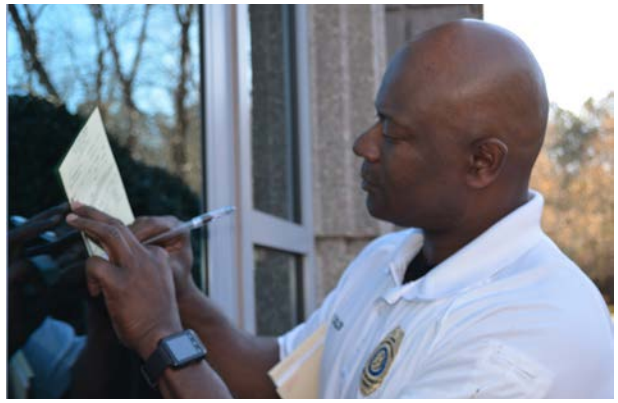
Objective 3. Ensure safe and healthy living environments throughout the City through ongoing code compliance efforts.

GOAL 8: IMPROVE INTERGOVERNMENTAL RELATIONS

Objective 1. Encourage efforts with neighboring jurisdictions to proactively discuss planning activities that may impact adjacent jurisdictions that fall below the Atlanta Regional Commission's Development of Regional Impact thresholds.

Objective 2. Encourage efforts with neighboring jurisdictions to develop and share solutions for addressing regional issues, such as growth management, watershed management and traffic congestion solutions.

Objective 3. Work with the Fulton County School District to increase bus ridership and use of sidewalks and trails in lieu of vehicles to transport students to and from schools.



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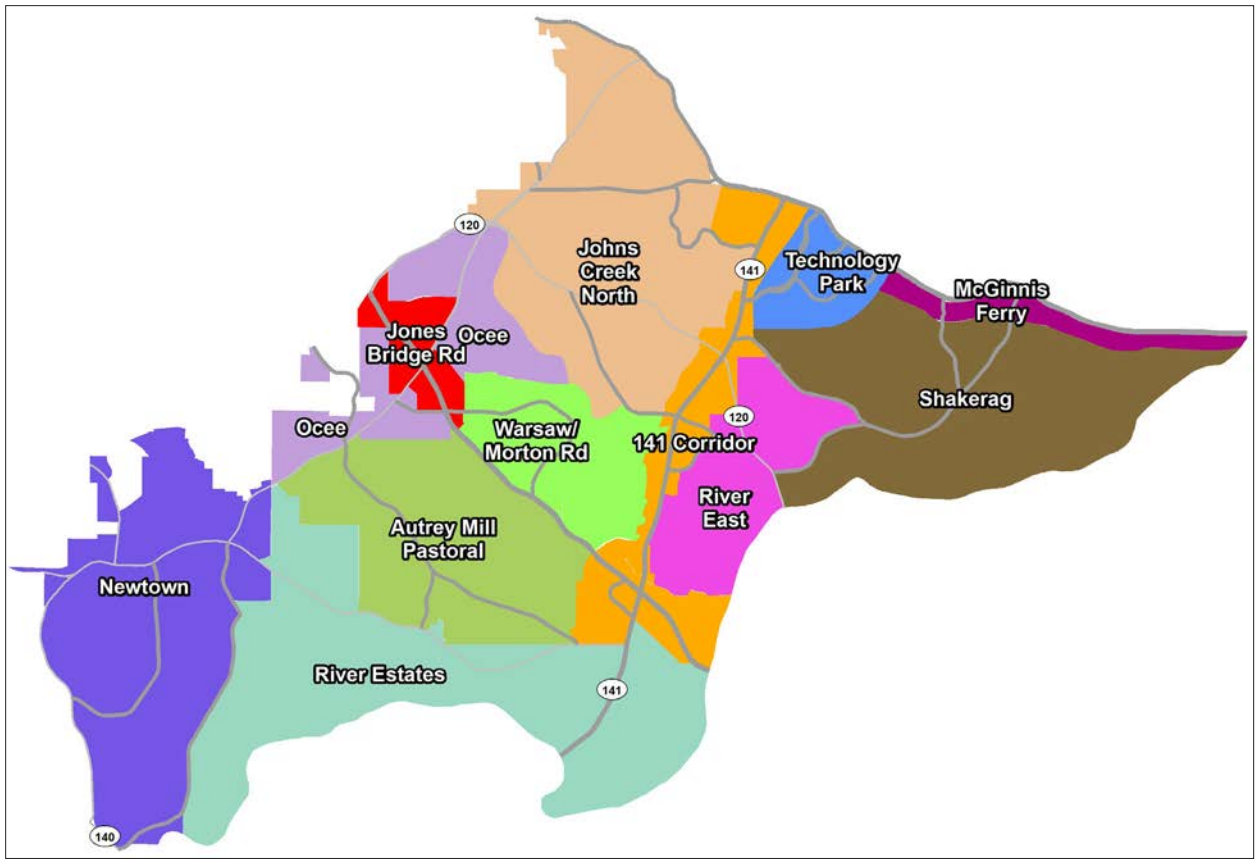
2008 CHARACTER AREAS



Map 22: 2008 Character Areas

The City's Character Areas were first introduced in the 2008 Comprehensive Plan. The residents decided on twelve Character Areas that they felt represented the different land uses within the City. The 2008 Comprehensive Plan prescribed a set of development goals for each Character Area, as well as appropriate zoning designations, land uses, densities, and intensities.

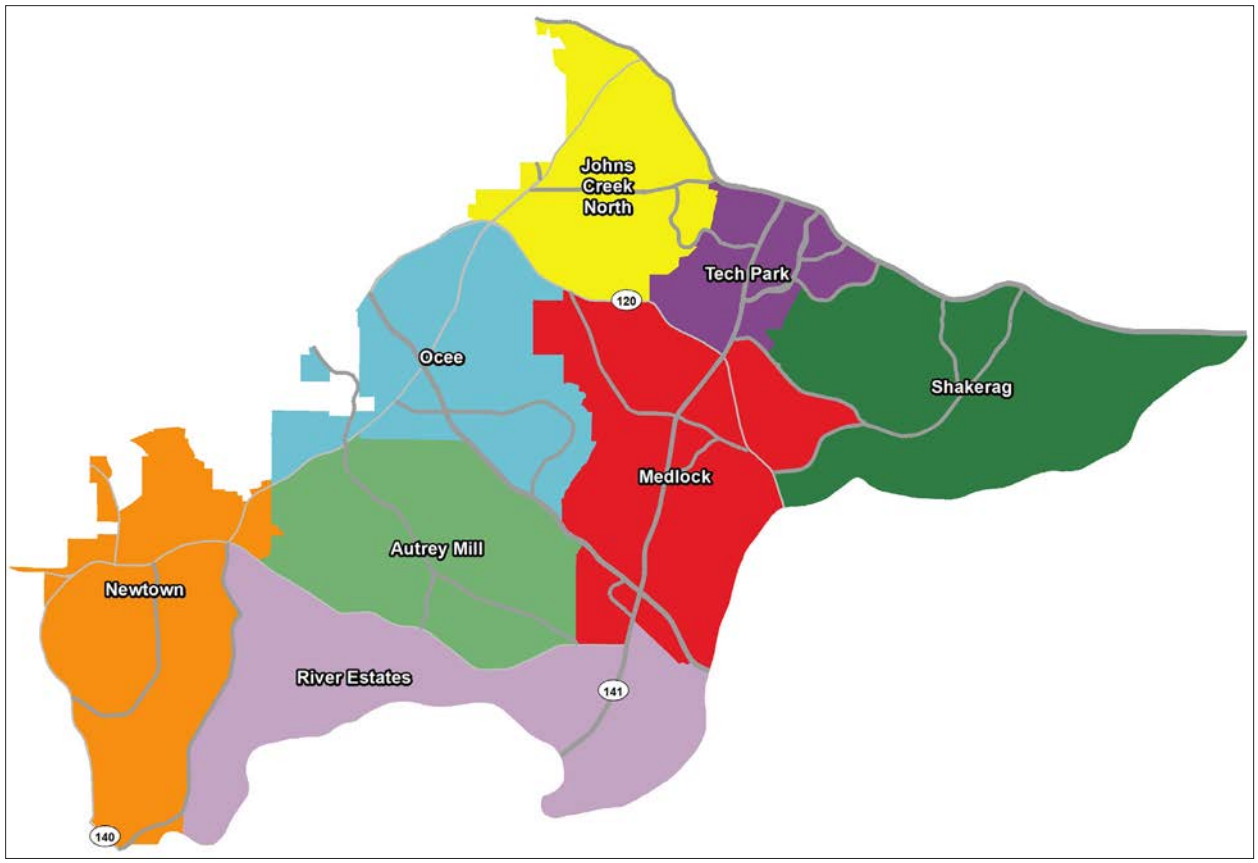
Out of the twelve Character Areas, eight were identified as prioritizing low-density, single-family housing development. Those areas were: Ocee, River East, Warsaw/ Morton Road, River Estates, Newtown, Autrey Mill Pastoral, Shakerag, and Johns Creek North.

There were three Character Areas that prioritized commercial and mixed-use development: Jones Bridge Road at State Bridge Road, Medlock Bridge Road Corridor, and McGinnis Ferry Road Corridor.

Technology Park was the only area prioritizing a high density of offices and institutional uses, with special attention given to corporate offices as well as secondary uses, such as food and retail establishments to support office workers.

During the Comprehensive Plan Update process, residents expressed a need to get more involved in planning for and caring about the City's future, but believed that most residents would not get involved unless issues were "in their own backyard." With that in mind, the Character Area map was revisited, and residents considered ways to define the City based not on the physical differences between areas (i.e. a commercial node or corridor versus a grouping of like residential subdivisions), but by where people lived and shopped – where they would feel that changes to the area would personally impact their quality of life.

Ultimately, instead of twelve Character Areas, eight Community Areas emerged. A few like Newtown, Autrey Mill, River Estates and Johns Creek North changed very little from the 2008 Character Areas. On the contrary, the Ocee Character Area grew to incorporate the Jones Bridge Road Area and subdivisions along Morton Road. The Warsaw Character Area and the River East Character Area combined with the area along Parsons Road and the part of the Medlock Bridge Corridor Character Area that previously bisected their community. The Technology Park Character Area was reunited with the western half of the commercial area, which was a part of the Medlock Bridge Road Corridor Character Area. Lastly, the Shakerag Character Area was combined with the McGinnis Ferry Character Area, as the residents living in subdivisions along McGinnis Ferry, east of Technology Circle see themselves as living in the Shakerag community.



Map 23: 2018 Community Areas

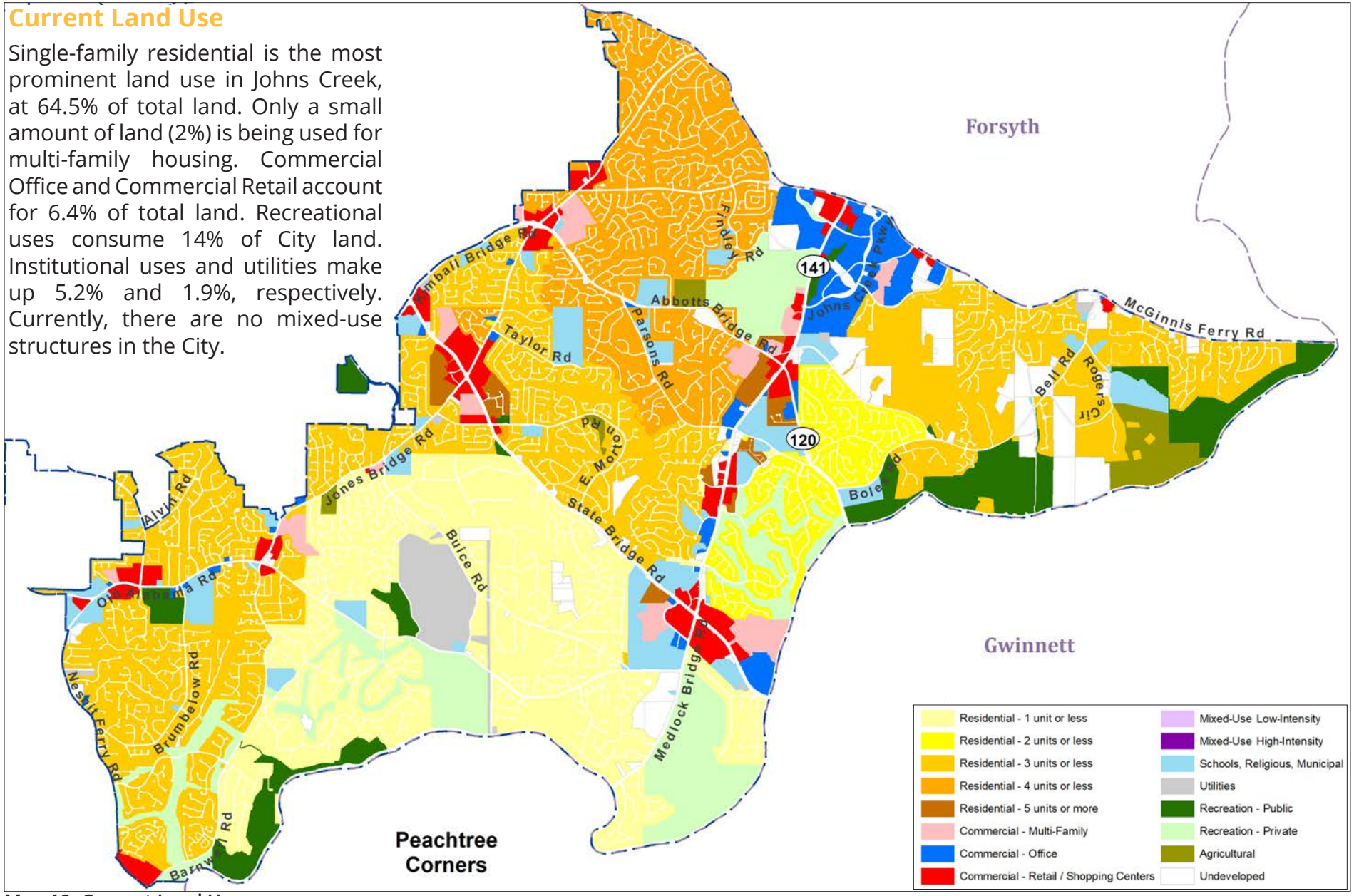
The long-term goal of creating eight Community Areas is to foster community involvement through the establishment of eight Community Area Planning Committees that will actively care about their community's issues, such as planning for new sidewalks, trails and parks, deciding on how to reduce traffic congestion or having a voice on rezoning cases.

More detailed analysis of each Community Area is available in Chapters 3-10.

CITYWIDE LAND USE

Current Land Use

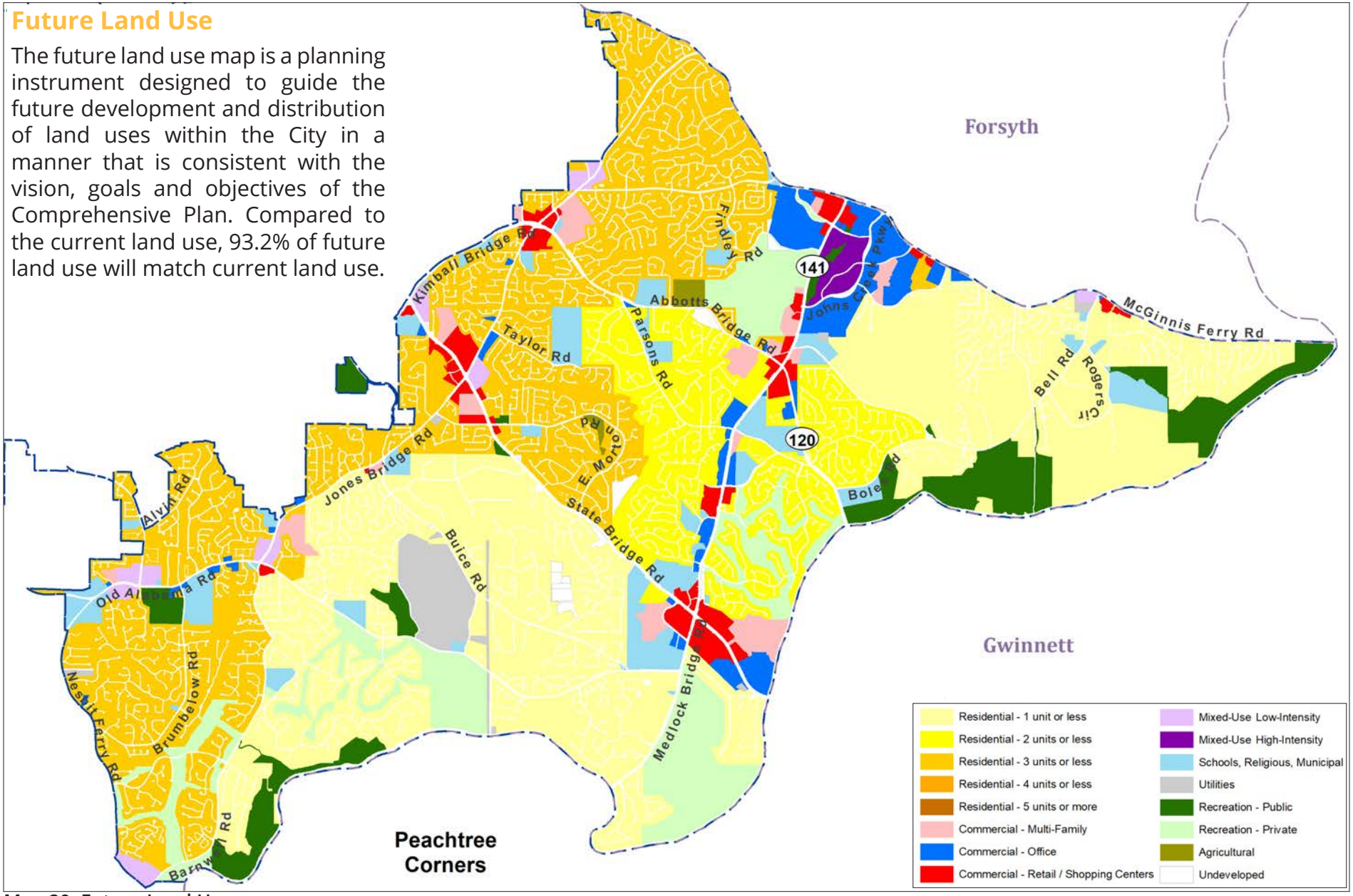
Single-family residential is the most prominent land use in Johns Creek, at 64.5% of total land. Only a small amount of land (2%) is being used for multi-family housing. Commercial Office and Commercial Retail account for 6.4% of total land. Recreational uses consume 14% of City land. Institutional uses and utilities make up 5.2% and 1.9%, respectively. Currently, there are no mixed-use structures in the City.



Map 19: Current Land Use

Future Land Use

The future land use map is a planning instrument designed to guide the future development and distribution of land uses within the City in a manner that is consistent with the vision, goals and objectives of the Comprehensive Plan. Compared to the current land use, 93.2% of future land use will match current land use.



Map 20: Future Land Use

CITYWIDE LAND USE

Land Use Categories

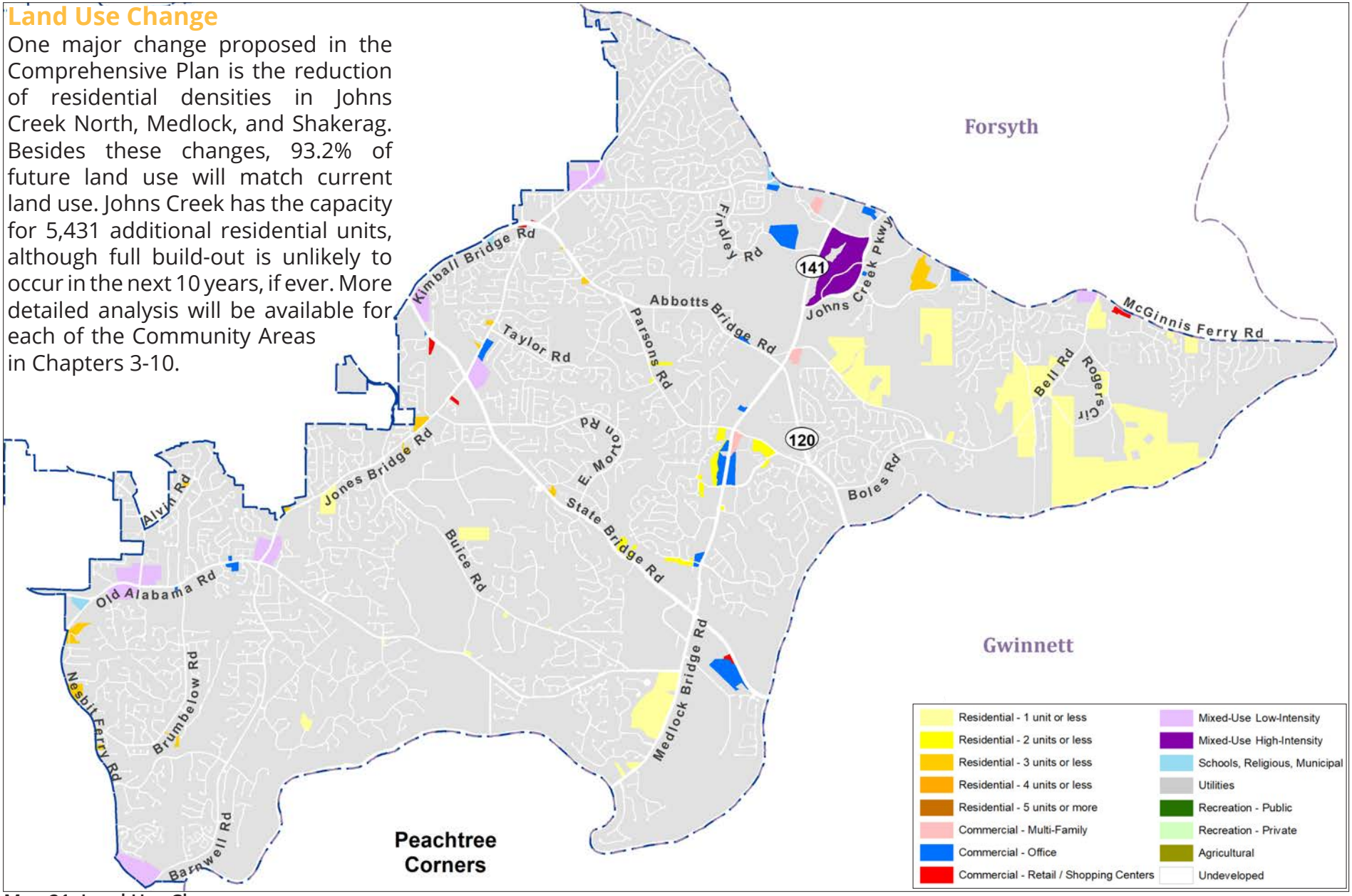
Land use categories provide general guidance on the intensity, character, and location of land uses. To ensure land use categories are applied consistently across the City, this Comprehensive Plan establishes 16 land use categories listed in the table below.

Table 3: Land Use Categories

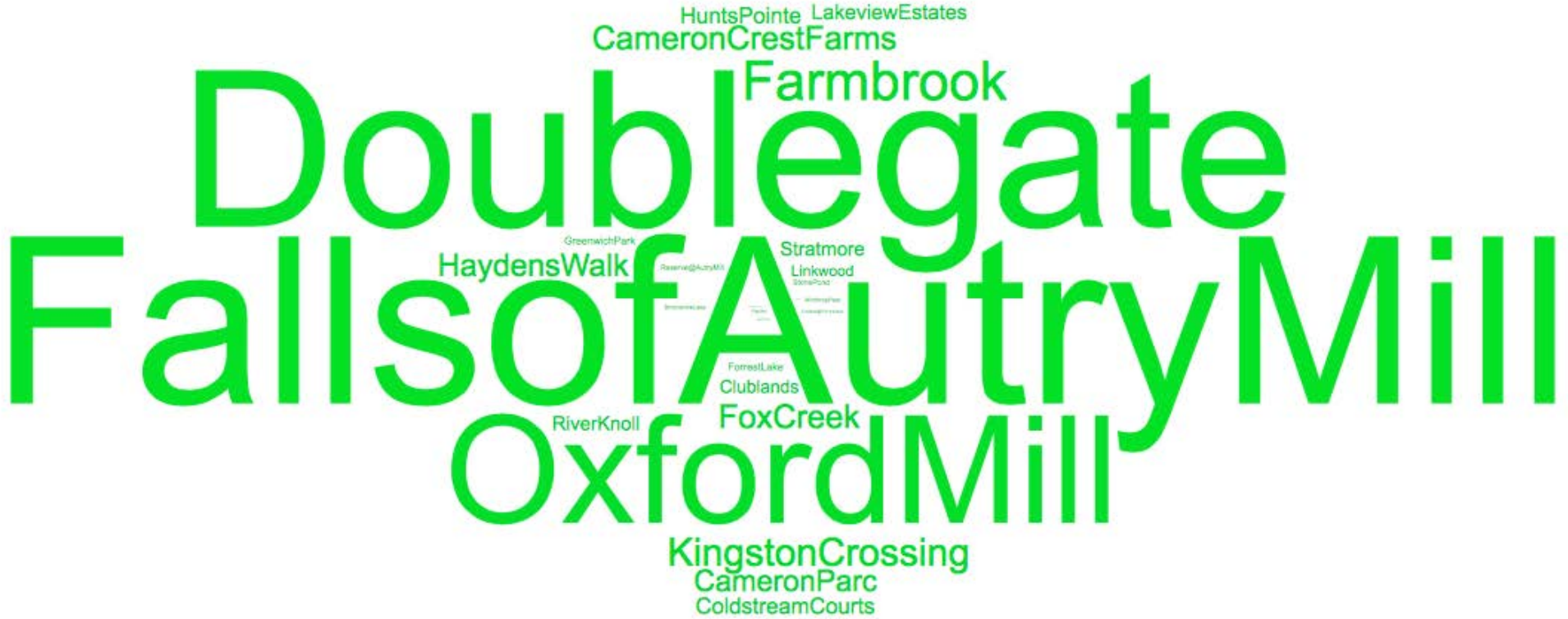
Color	Land Use	Residential Density per Acre	Maximum Height	Types of Uses Permitted
	Residential - 1 unit or less	1	3 stories/40 feet	Single-Family Dwelling Unit: Detached
	Residential - 2 units or less	2	3 stories/40 feet	Single-Family Dwelling Unit: Detached
	Residential - 3 units or less	3	3 stories/40 feet	Single-Family Dwelling Unit: Detached
	Residential - 4 units or less	4	3 stories/40 feet	Single-Family Dwelling Unit: Detached
	Residential - 5 units or more	>5	5 stories/60 feet	Single-Family Dwelling Unit: Detached
	Commercial - Multi-Family	12	4 stories/60 feet	Property containing housing units with more than 4 dwelling units/building (i.e. townhomes, apartments, condos, 4-plexes, live-work lofts, etc.)
	Commercial - Office	N/A	4 stories/60 feet	Privately-owned property used primarily for office, health care, hotels, light assembly, with supporting uses
	Commercial - Retail / Shopping Centers	N/A	3 stories/40 feet	Neighborhood and community-oriented retail and service activities including local business offices, grocery stores, restaurants
	Mixed-Use Low-Intensity	8	3 stories/40 feet	A planned development with a mix of residential, commercial retail and office uses that includes public park space. Residential uses include single family detached, duplex, triplex, townhouses, condos, stacked flats and live-work units. Garden style apartments are not permitted
	Mixed-Use High-Intensity	16	5 stories/75 feet	A planned development with a mix of residential, commercial retail and office uses that includes public park space. Entertainment uses are encouraged. Residential uses include single family detached, duplex, triplex, townhouses, condos, stacked flats and live-work units. Garden style apartments are not permitted
	Schools, Religious, Municipal	N/A	4 stories/60 feet	Publicly- or privately-owned lands used for schools, libraries, places of worship, city hall, municipal court, fire stations, etc.
	Utilities	N/A	N/A	Publicly- or privately-owned lands used for utility purposes such as water treatment, reservoirs, radio towers
	Recreational - Public	N/A	3 stories/40 feet	Publicly-owned neighborhood and community parks, community centers and open space
	Recreational - Private	N/A	3 stories/40 feet	Privately-owned golf, tennis, swim and country club facilities
	Agricultural	1	3 stories/40 feet	Agricultural
	Undeveloped	N/A	N/A	Undeveloped land

Land Use Change

One major change proposed in the Comprehensive Plan is the reduction of residential densities in Johns Creek North, Medlock, and Shakerag. Besides these changes, 93.2% of future land use will match current land use. Johns Creek has the capacity for 5,431 additional residential units, although full build-out is unlikely to occur in the next 10 years, if ever. More detailed analysis will be available for each of the Community Areas in Chapters 3-10.



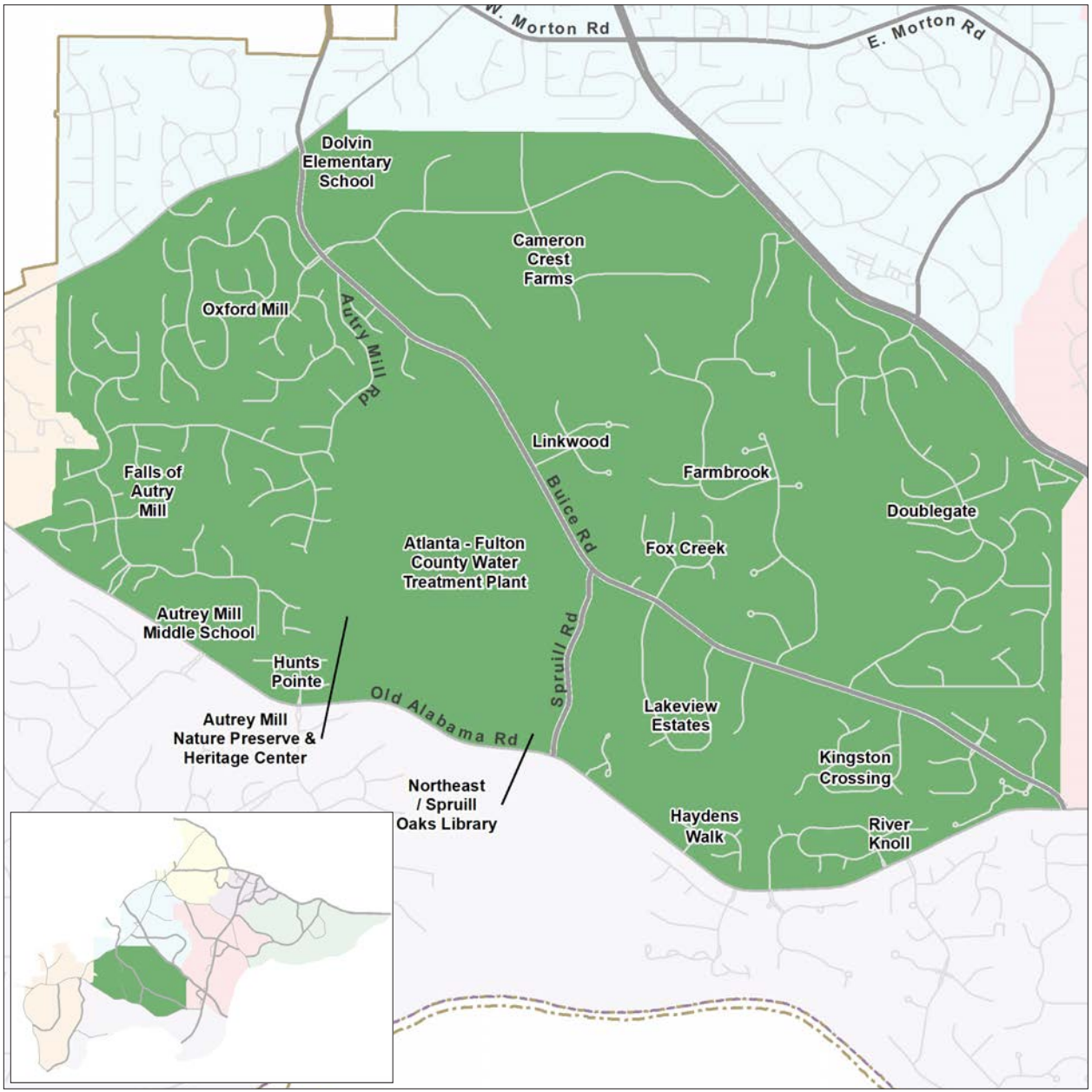
Map 21: Land Use Change



3.0 AUTREY MILL

Boundary

The Autrey Mill Community Area is generally bounded on the east by the Perimeter Church property; to the north by State Bridge Road, Cameron Crest Farm subdivision and Dolvin Elementary School; on the west by Jones Bridge Road, and Falls of Autry Mill subdivision; and to the south by Old Alabama Road.



Map 24: Autrey Mill Boundary

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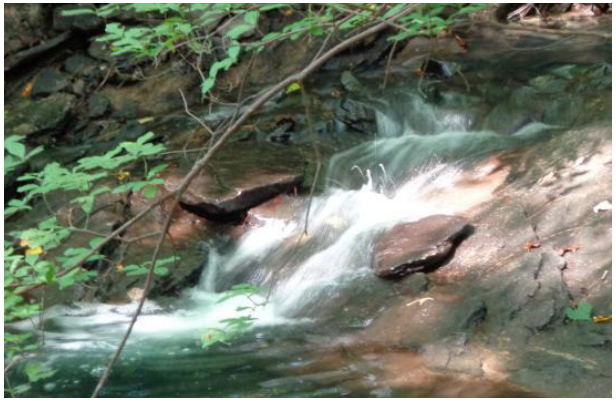
BACKGROUND



History

The Autrey Mill Community Area receives its name from the Autrey family, which settled here in the 1840s and farmed over 1,300 acres. In the 1870s, Ransom Autrey built a dam to back up Sal's Creek into a natural ravine and constructed a five-story, over-shot mill for grinding wheat and corn. During rapid development in the 1980s, community advocates had the foresight to have the site of the Autrey Mill and its surrounding land preserved as a park. Today, the Autrey Mill Nature Preserve and Heritage Center is a place to experience nature and get a glimpse of this area's rural past with historic buildings, including the Summerour House, a tenant farmhouse, and the Green Family Store – all saved by moving them from nearby parts of the Autrey Mill Community Area slated for development.

Existing Conditions

The Autrey Mill Community Area is dominated by several large-scale residential subdivisions: Doublegate, Farmbrook, Oxford Mill, Falls of Autry Mill, and Cameron Crest Farms. All were developed in the 1980s/early 1990s and are characteristic of residential subdivisions of the late 20th century, with highly landscaped entrances and curvilinear streets leading to upscale brick and stone architecturally designed homes.

This area does not have any commercial development, but does have a large land area dedicated to the Atlanta-Fulton County Water Treatment Plant on Spruill Road.

The community is also home to the Autrey Mill Nature Preserve and Heritage Center, two public schools (Dolvin Elementary School and Autrey Mill Middle School), and the Spruill Oaks Library.

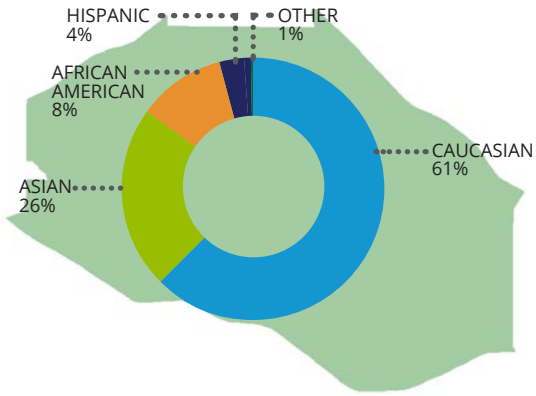
Demographics

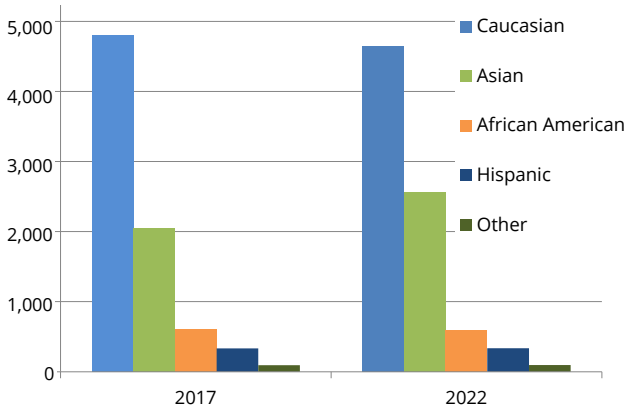
As of 2017, the Autrey Mill Community Area is home to 7,883 residents, accounting for 9.3% of the City's population. Autrey Mill's population saw 0.8% annual growth from 2010 to 2017.

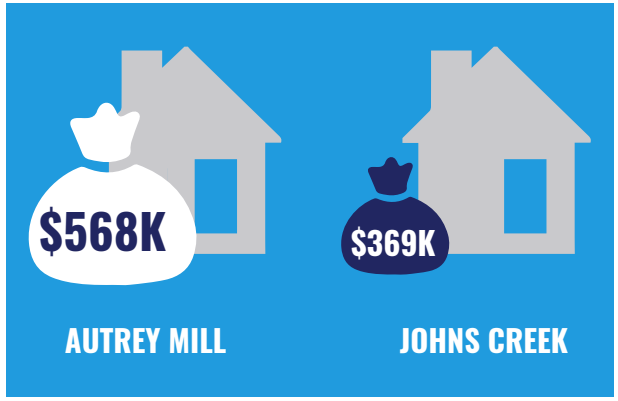
The percentage of Baby Boomers (20.6%) is slightly higher than that of the City overall, but their population is expected to drop by 7.3% in the next five years. From 2010 to 2017, the Millennial population in Autrey Mill dropped by 6.5% and is expected to keep decreasing in the next five years.

While the Autrey Mill area is predominantly Caucasian (60.9%), its Caucasian population decreased by 2.4% from 2010 to 2017 and is expected to further decrease in the next five years. Asians are the fastest growing group, and their population increased by 35.3% from 2010 to 2017. Over the next five years, the Asian population is expected to grow by 25.5%.

74% of Autrey Mill residents over age 25 hold a bachelor's degree or higher. Autrey Mill's median household income is estimated to be $142,052 in 2017, the second highest in the City. The median home value in Autrey Mill, $568,031, is nearly 60% higher than that of the City overall.







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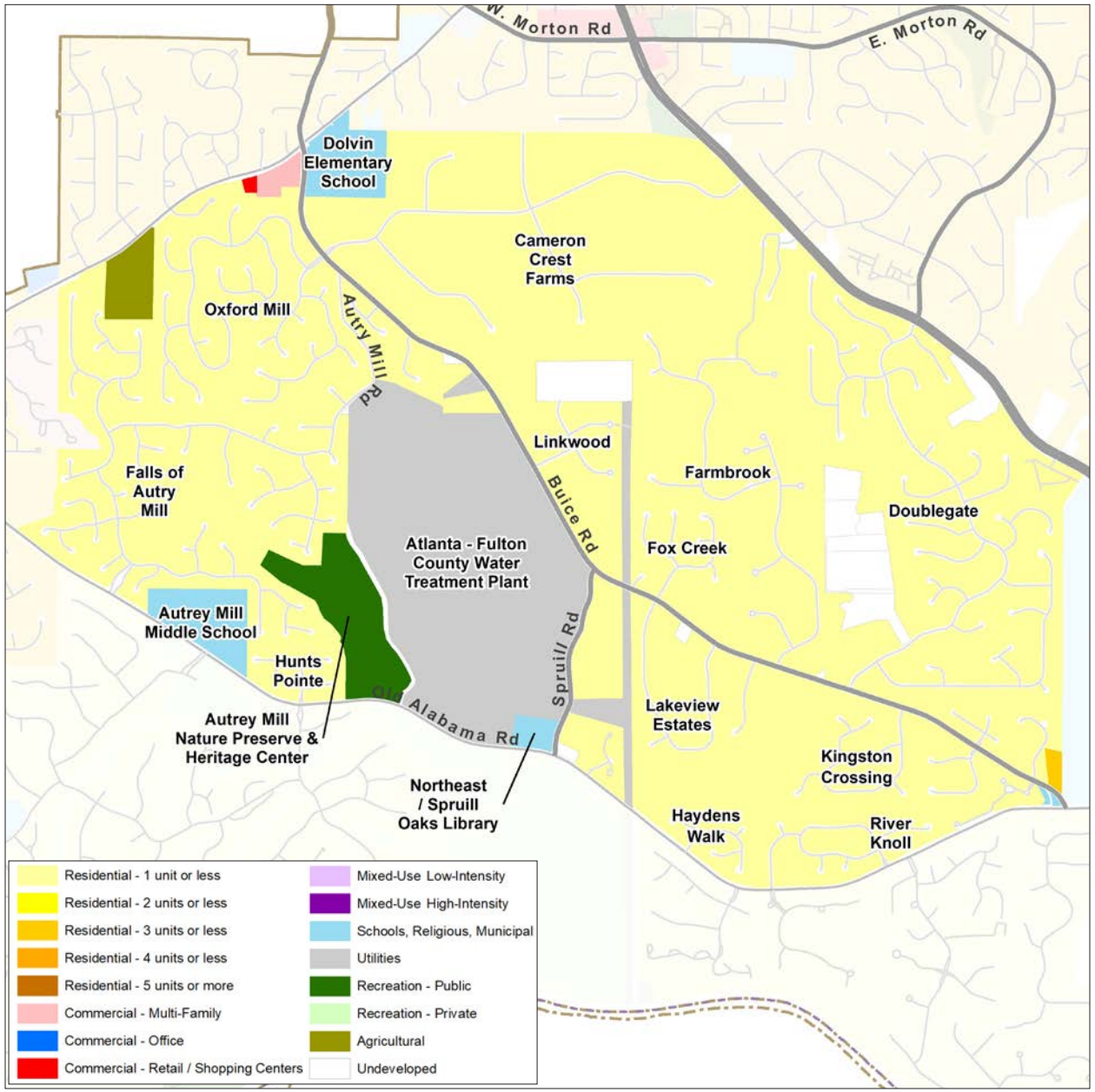


Map 25: Current Land Use in Autrey Mill

Current Land Use

Single-family residential is the most prominent land use in Autrey Mill, at 78.3% of total land.

Commercial Retail accounts for 1% of total land. Only a small amount of land (0.2%) is being used for Commercial Multi-Family.

Recreational uses consume 2.2% of the land. Institutional and agricultural uses make up 2.5% and 0.7%, respectively.

13.1% of the land is dedicated to utilities, including the Atlanta-Fulton County Water Treatment Plant on Spruill Road and Georgia Power Company.

Currently, there are 65.9 acres of undeveloped land (2.9%) in this area.

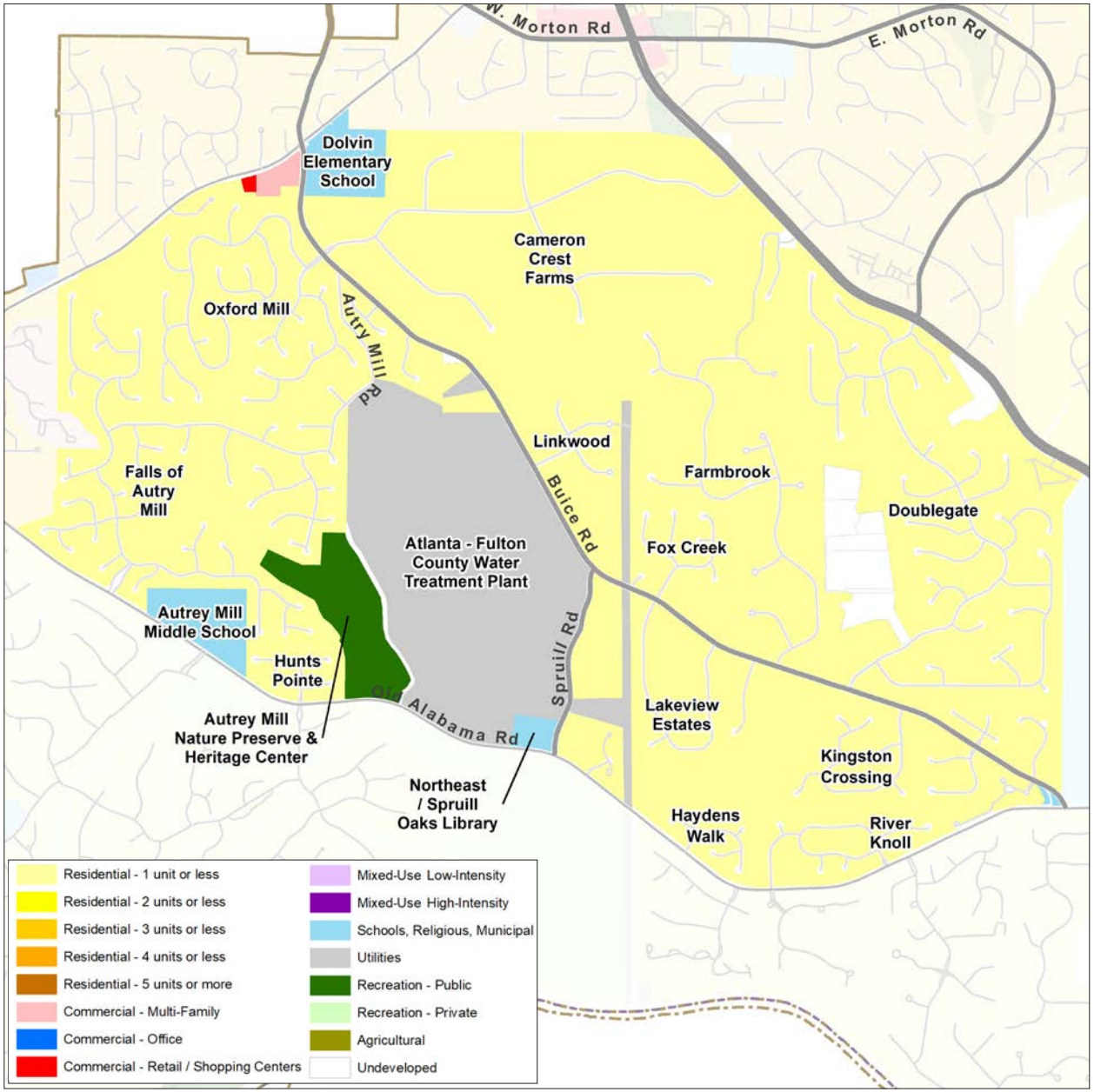
Future Land Use

98.4% of future land use in Autrey Mill will match current land use, with only 35.9 acres (16 acres of agricultural and 19.9 acres of undeveloped) slated to convert to residential.

A detailed build-out analysis is available on Page 59.

Table 4: Land Use Change in Autrey Mill (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	1,760.6	1,799.2	38.6
Residential - 3 units or less	2.7	0	-2.7
Commercial - Multi-Family	5.5	5.5	0
Commercial - Retail/ Shopping Centers	1.0	1.0	0
Schools, Religious, Municipal	56.2	56.2	0
Utilities	294.9	294.9	0
Recreation - Public	49.7	49.7	0
Agricultural	16.0	0	-16.0
Undeveloped	65.9	46.0	-19.9



Map 26: Future Land Use in Autrey Mill

VISION

The Autrey Mill Community Area will remain a premier residential community by maintaining the rural nature of the area, enhancing the quality of public infrastructure and roadways, and by developing sidewalks and trails that will connect pedestrians to the community's schools, Spruill Oaks Library, and Autrey Mill Nature Preserve and Heritage Center.

The Autrey Mill Community Area does not have any commercial center located within its boundaries; however, sidewalks and trails should connect its residents to shopping located in the adjoining Community Areas of Newtown, Ocee, and Medlock.

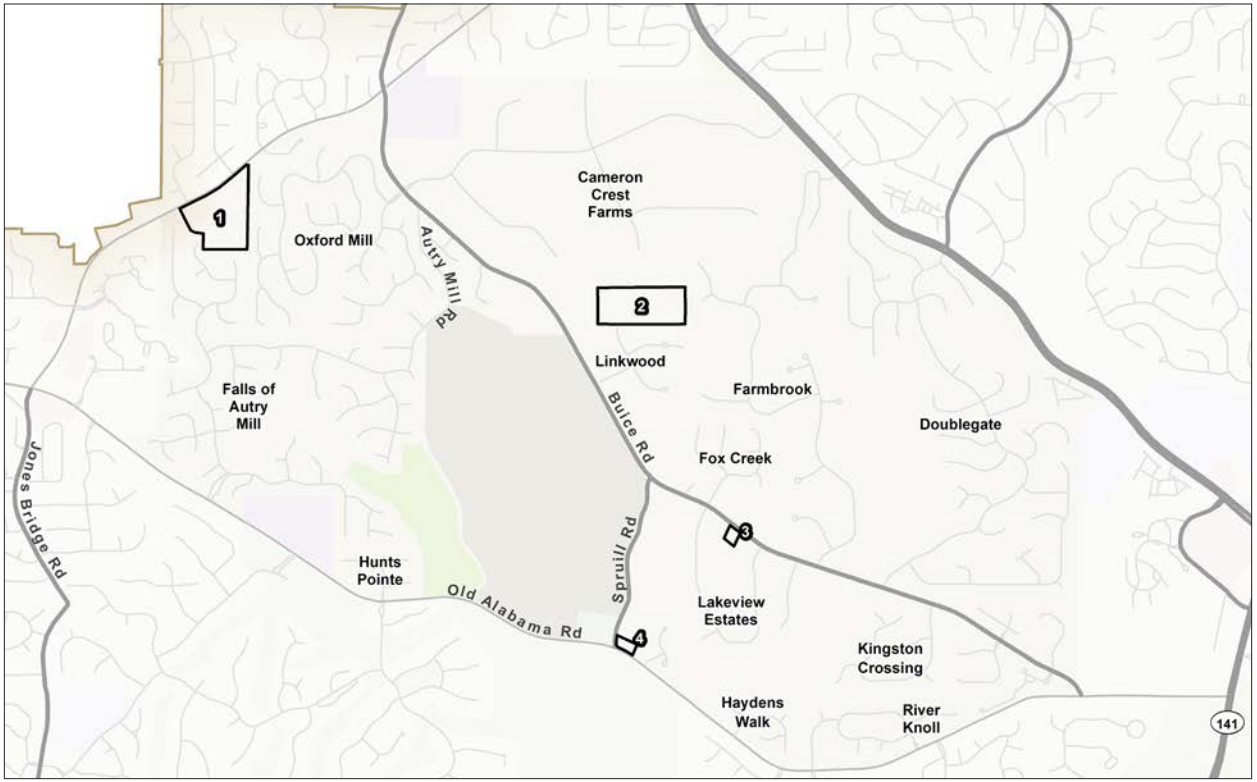
New infill housing developments will be limited to single-family detached homes at one unit/acre and up to three stories in height.

Conservation subdivision zoning will be encouraged to preserve agricultural lands by requiring 50 to 75 percent of the land be placed in a conservation land trust, while developing the balance of land in a sustainable and environmentally friendly manner.

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07).

The build-out analysis shows that the Autrey Mill Community Area has the capacity for 36 additional residential units.

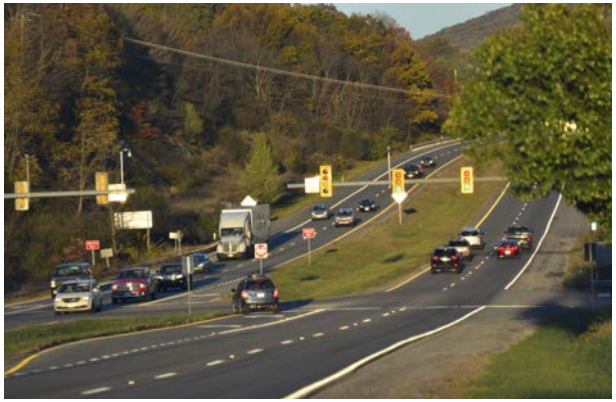


Map 27: Potential Residential Build-out in Autrey Mill

Table 5: Build-out Analysis in Autrey Mill

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	19.21	1	19	2	17	53
2	17.34	1	17	0	17	53
3	0.98	1	1	0	1	4
4	1.16	1	1	0	1	4
Total	**38.69**				**36**	**114**

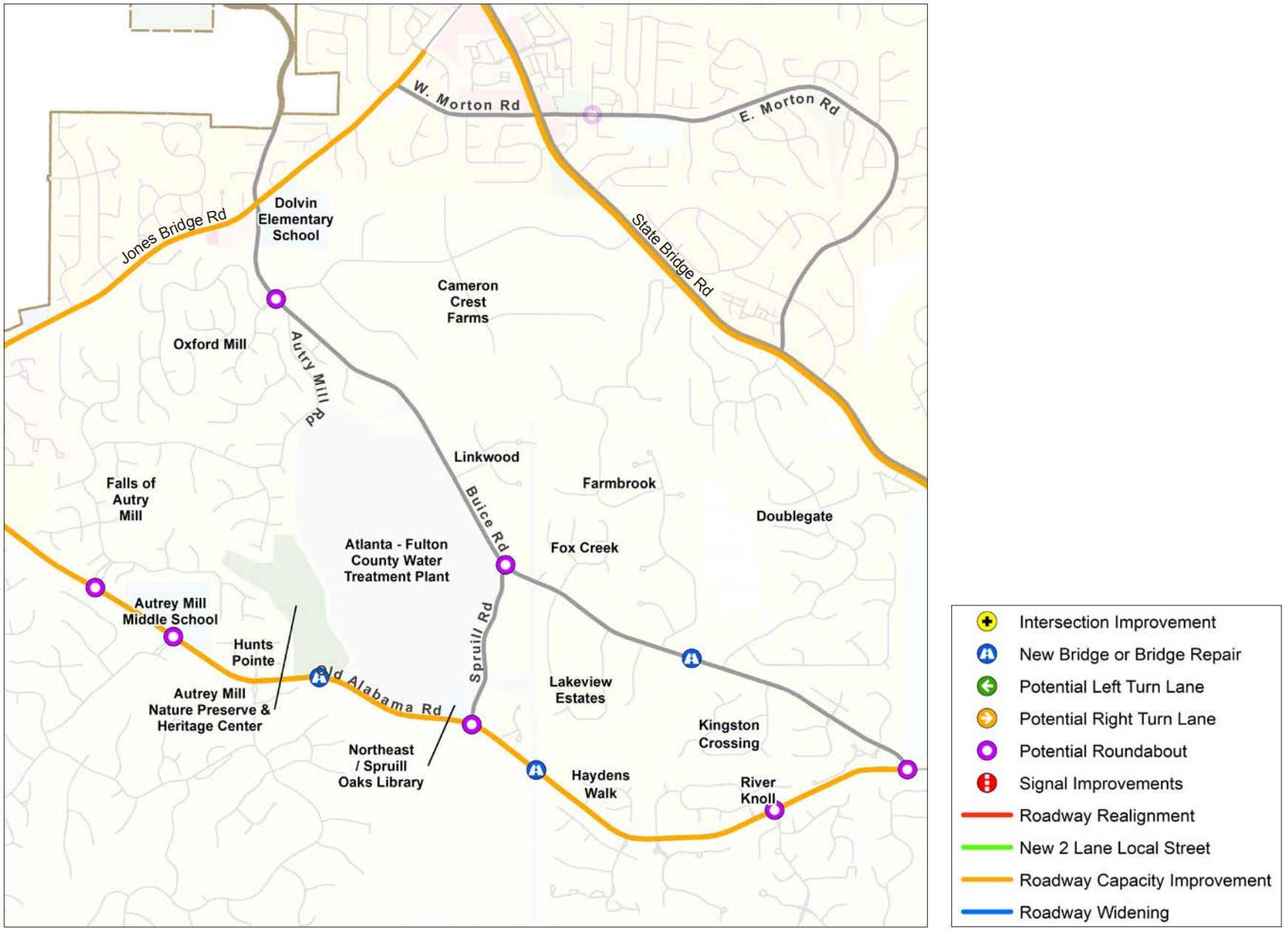
TRANSPORTATION PROJECTS



Over the past ten years, the City has experienced increased traffic volumes along all of its east-west arterials. Autrey Mill's east-west routes are State Bridge Road, Old Alabama Road and Buice Road. Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program identified capacity improvements (which may include road widening) for State Bridge Road, Old Alabama Road, and Jones Bridge Road. In addition, three bridge improvement/replacement projects were identified in the TSPLOST at Sal's Creek and Johns Creek on Old Alabama Road and at Johns Creek on Buice Road.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Roundabout on Old Alabama Road at the entrance to the Falls of Autry Mill;
- Roundabout on Old Alabama Road at the entrance to Autrey Mill Middle School;
- Roundabout at Old Alabama and Spruill Roads;
- Roundabout on Old Alabama Road at the entrance to Thornhill subdivision;
- Roundabout at Old Alabama and Buice Roads;
- Roundabout at Buice and Candacraig Roads;
- Roundabout at Buice and Spruill Roads.



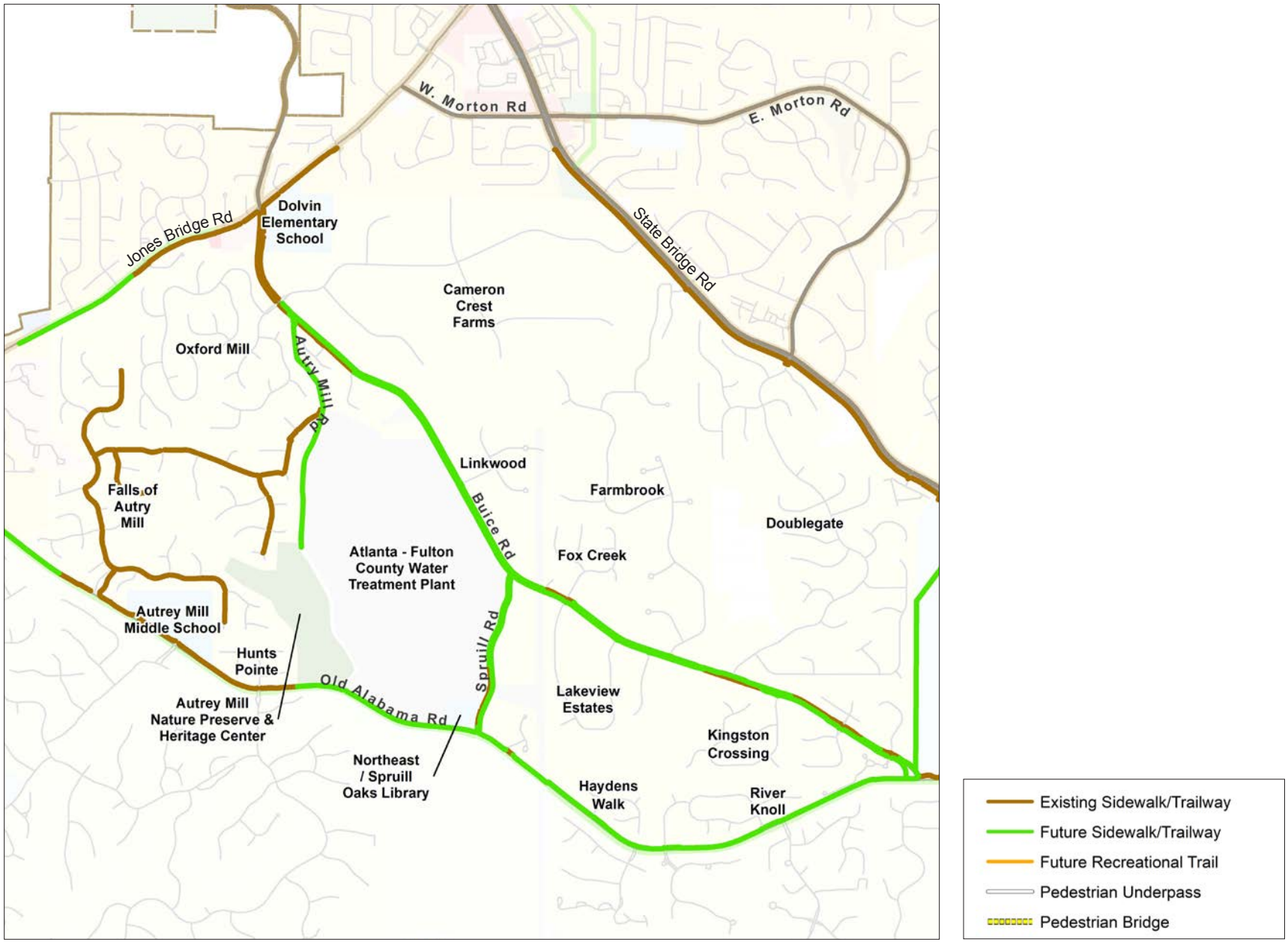
Map 28: Transportation Projects in Autrey Mill

SIDEWALKS AND TRAILS PROJECTS

Sidewalks and trails currently exist along sections of State Bridge Road, Old Alabama Road, Jones Bridge Road, Buice Road and Spruill Road, but in general, the Autrey Mill Community Area lacks fully-connected sidewalks and trails that would allow residents to walk to neighborhood schools, shopping, library, and religious institutions.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done, or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends preserving the rural and residential character of the Autrey Mill Community by completing missing sections of sidewalks and trails along State Bridge, Old Alabama, Jones Bridge, Buice and Spruill Roads to promote greater transportation options for local trips by walking, biking and the use of electric carts. Another recommendation is to provide a trail connecting Autrey Mill Nature Preserve and Heritage Center to Buice Road.

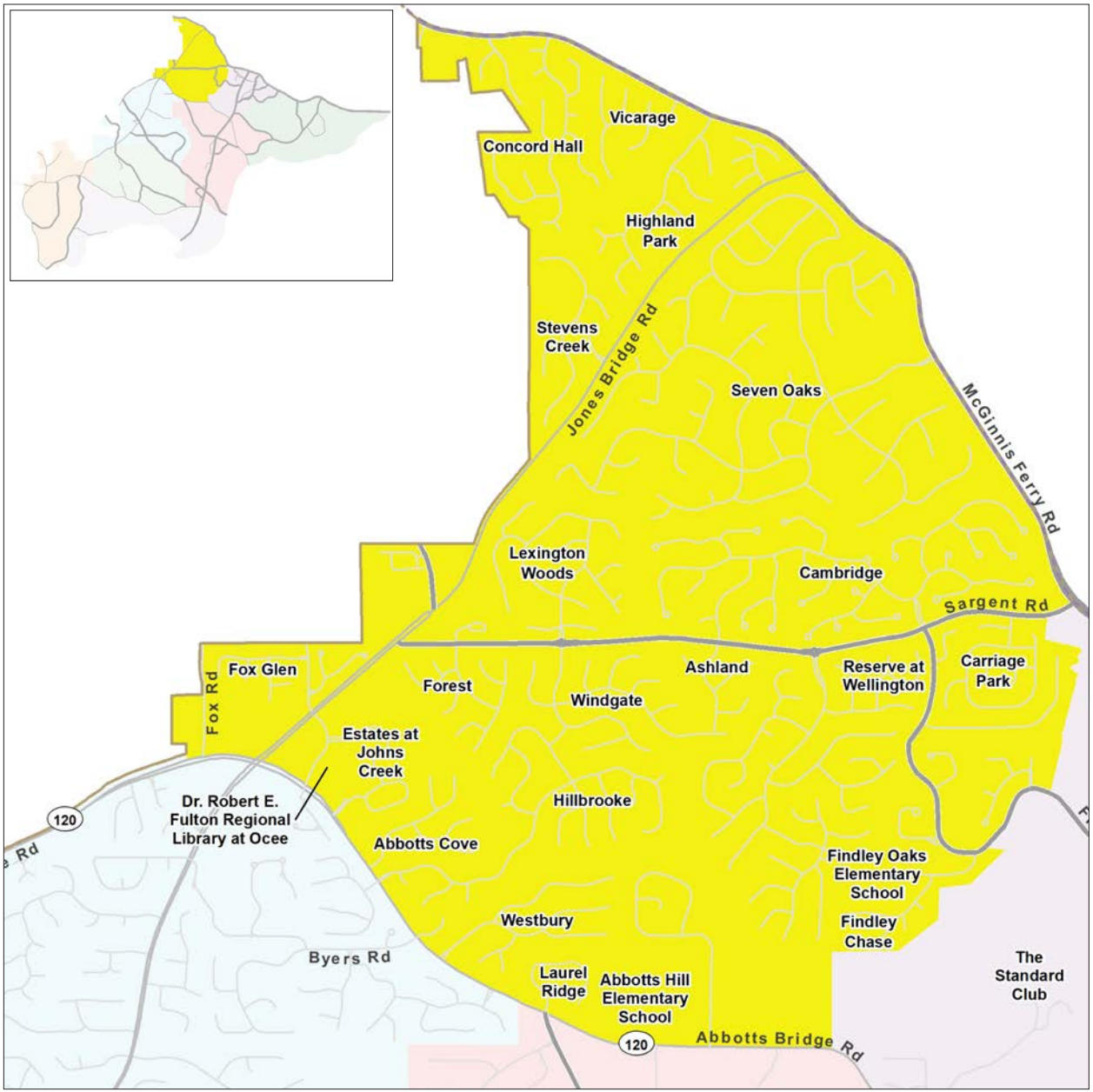


Map 29: Trail Projects in Autrey Mill

4.0 JOHNS CREEK NORTH

Boundary

The Johns Creek North Community Area is generally bounded to the east by Johns Creek and the Tech Park Community Area; to the south by Abbotts Bridge Road; to the west by the City of Alpharetta; and to the north by Forsyth County.



Map 30: Johns Creek North Boundary

BACKGROUND

History

Benjamin Franklin Findley's original 1850s farm and a portion of the large acreage eventually acquired by the Findley family were located in the Johns Creek North area. The Abbotts were another large landowning family with over 1,700 acres of farmland, a part of which extended into today's Johns Creek North. However, most of this area was populated by small homesteads farmed by settlers beginning in the 1830s. Often called yeoman farmers, they typically owned 40 to 100 acres and were self-sufficient, depending on the members of their large families for labor and growing or making most of what they needed to survive. The eastern boundary of this Community Area is formed by Johns Creek, a large stream that extends north-south through the entire City. In the 1980s and 1990s, the area's residential development exploded when Georgia Highway 400 was expanded and suburban communities like Windward were created. Johns Creek North is a continuation of the growth of this residential expansion.

Existing Conditions

The largest residential subdivisions are Seven Oaks, Cambridge, and Wellington. Most of the residential subdivisions are typical of those built in the late 20th century, with curvilinear streets and highly landscaped entrances.

The Johns Creek North Community Area has two major retail shopping centers, both located along Jones Bridge Road. It has no community park within its boundaries, but is adjacent to Webb Bridge Park, which is just across the City line in Alpharetta. This area does not have a fire station, but it is anticipated that one will be built in the next five years.

The area has two public schools (Findley Oaks Elementary School and Abbotts Hill Elementary School) and the Dr. Robert E. Fulton Regional Library.

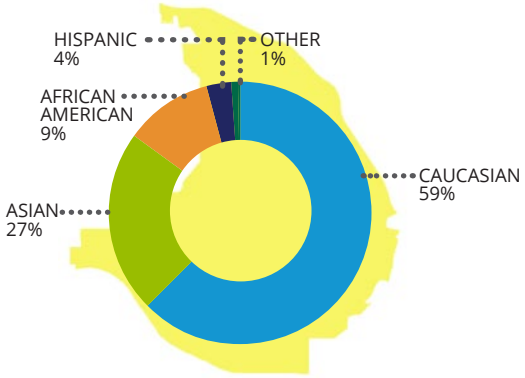
Demographics

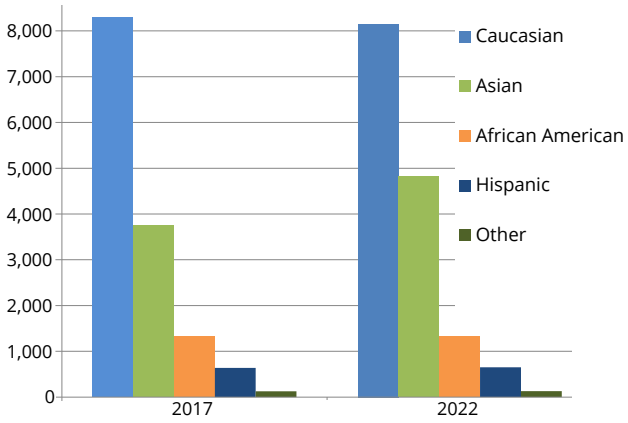
As of 2017, the Johns Creek North Community Area is home to 14,146 residents, accounting for approximately 16.7% of the City's population. Johns Creek North's population saw 0.7% annual growth from 2010 to 2017, slightly lower than that of the City overall (1.5%).

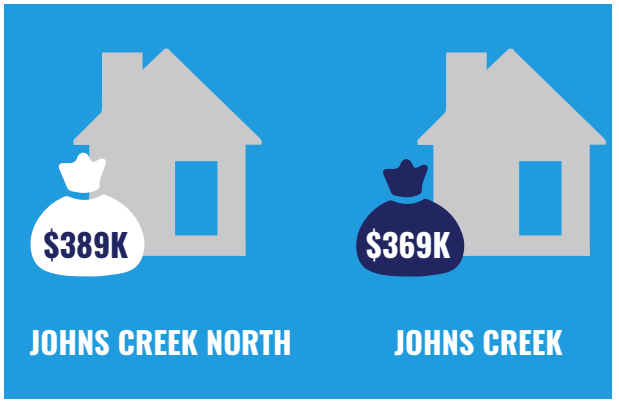
The Baby Boomer population saw a 4.2% annual decrease from 2010 to 2017, the highest in the City. Their population is expected to drop by 7.5% annually in the next five years (also the highest in the City). From 2010 to 2017, the Millennial population in Johns Creek North dropped from 3,669 to 3,083, or 2.5% annually, the second greatest decline in the City.

The race makeup and trend are consistent with the City overall. While the Johns Creek North area is predominantly Caucasian (58.6%), its Caucasian population is expected to decrease by 1.6% and its Asian population is expected to grow by 28.4% in the next five years.

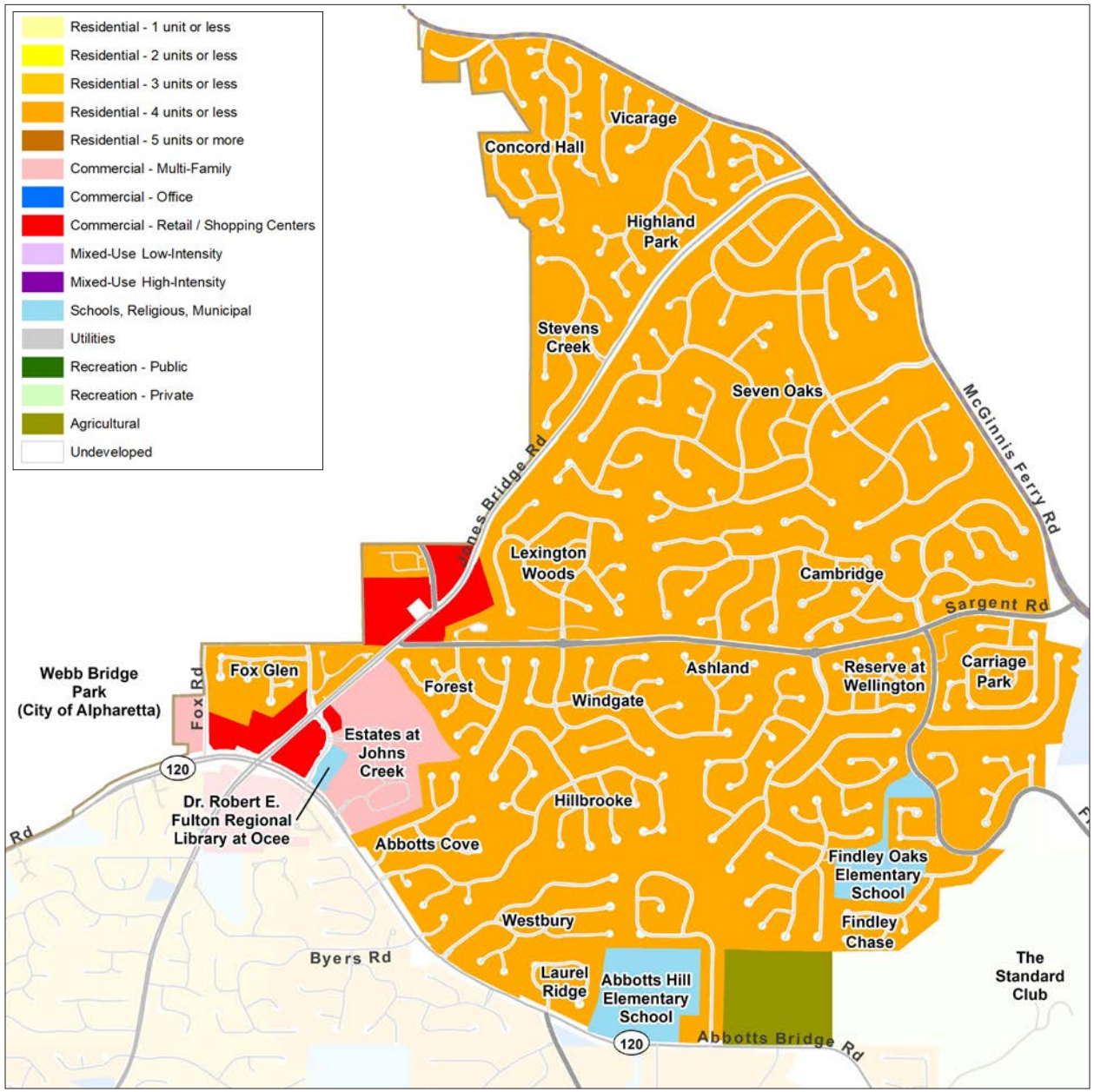
67% of Johns Creek North residents over age 25 hold a bachelor's degree or higher. Both the median household income ($119,730) and the median home value ($389,433) are similar to the City as a whole ($113,383 and $368,725, respectively).







LAND USE



Map 31: Current Land Use in Johns Creek North

Current Land Use

Single-family residential is the most prominent land use in Johns Creek North, at 87.3% of total land.

Commercial Retail accounts for 2.9% of total land, and is located along Jones Bridge Road. Only a small amount of land (3.5%) is being used for Commercial Multi-Family.

Institutional and agricultural uses make up 3.6% and 2.4%, respectively.

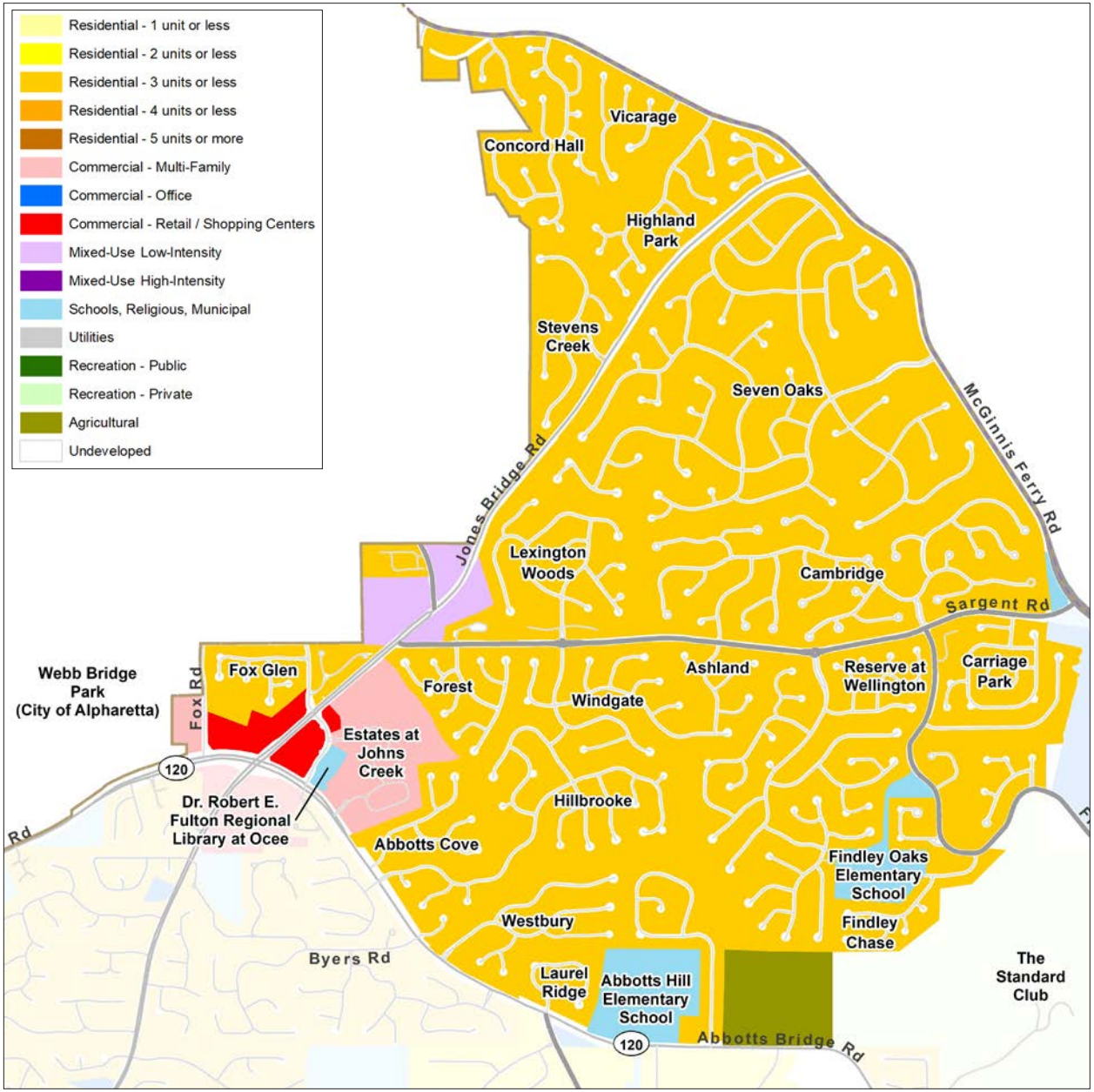
Currently, there are 3.2 acres of undeveloped land (0.2%) in this area.

Future Land Use

Apart from residential density reduction, 98% of future land use in Johns Creek North will match current land use. A detailed build-out analysis is available on Pages 72-73.

Table 6: Land Use Change in Johns Creek North (Acres)

Land Use Type	Current	Future	Change
Residential - 3 units or less	0	1,378.8	1,378.8
Residential - 4 units or less	1,376.8	0	-1,376.8
Commercial - Multi-Family	55.2	55.2	0
Commercial - Retail/Shopping Centers	46.2	18.4	-27.8
Mixed-Use Low-Intensity	0	28.9	28.9
Schools, Religious, Municipal	56.4	58.5	2.1
Agricultural	38.0	38.0	0
Undeveloped	5.2	2.0	-3.2



Map 32: Future Land Use in Johns Creek North

VISION

The Johns Creek North Community Area will remain a premier residential community by enhancing the quality of the public infrastructure in the existing residential neighborhoods and roadways, and by completing sidewalk and trails along Jones Bridge, Kimball Bridge, and Abbotts Bridge Roads to connect pedestrians to the community's schools, Fulton Library, and local shopping.

A specific area plan for Johns Creek North should be developed for the area that may tranform into a village center at Jones Bridge and Douglas Roads. The plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

Rezoning the existing shopping area at Jones Bridge and Douglas Roads to mixed-use should attract private investment that would transform the area into a retail/office/residential area with public green spaces to further enhance the quality of life. New mixed-use development will be limited to eight residential units/acre and no more than three stories in height.

New infill housing developments will be limited to single-family detached homes at three units/acre and up to three stories in height.

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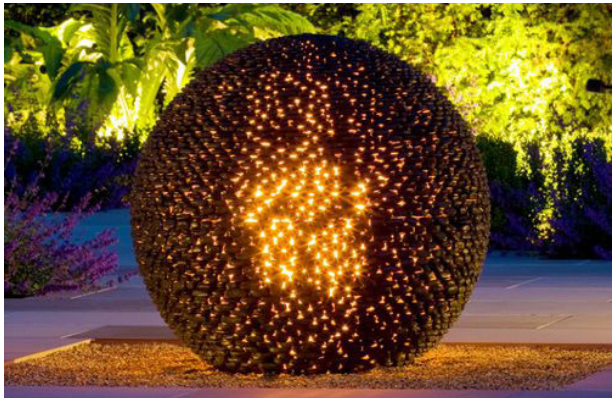

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BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07).

The build-out analysis shows that the Johns Creek North Community Area has the capacity for 155 additional residential units.

Table 7: Residential Build-out Analysis in Johns Creek North

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	9.4	3	28	2	26	80
2	14.6*	8	116	0	116	357
3	4.69	3	14	1	13	40
Total	**28.69**				**155**	**477**

*The acreage reflects the maximum area eligible for mixed-use development.

Commercial Build-out Analysis

With the continuing increase of online shopping and personal package delivery, it is envisioned that physical retail shopping will continue to decline, while shopping for personal services, dining out, and entertainment will continue to grow. These trends will cause many local shopping centers to realign to buyers' needs.

The Johns Creek North community has identified the area surrounding the intersection of Douglas and Jones Bridge Roads for a possible village center. The location currently has three shopping centers. The vision calls for a local area study to determine possible layouts for the new village center, with one shopping center being replaced with a traditional village green, surrounded by retail stores on the ground level, with a mix of residential housing and perhaps some live-work units. The village area would allow up to eight residential units/acre and up to three stories in height. It is also desired that the alignment of Douglas Road with Sargent Road at Jones Bridge Road will be addressed during the village master plan study.

Map 33: Potential Residential Build-out in Johns Creek North

TRANSPORTATION PROJECTS

The Johns Creek North Community Area faces numerous transportation impacts from several large-scale residential subdivisions being developed just north of the Community Area in south Forsyth County. An agreement is currently in place between the City of Johns Creek and Forsyth County to widen McGinnis Ferry Road from two to four lanes between Sargent and Union Hill Roads, which includes sidewalks.

Abbotts Bridge Road is currently under construction by the Georgia Department of Transportation (GDOT) to widen the two-lane roadway to four lanes to accommodate the increased traffic volume. The project starts at Jones Bridge Road and extends to the Chattahoochee River, and includes landscaped medians and ten-foot-wide trails on both sides of the roadway. The bridge crossing at the Chattahoochee River will also be replaced with a wider bridge to accommodate the four lanes and sidewalk crossings.

In addition, Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program identified capacity improvements (which may include road widening) to Jones Bridge Road between McGinnis Ferry and Douglas Roads.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Roundabout on Findley Road at the entrance to Findley Oaks Elementary School;
- Realign Douglas Road with Sargent Road where they intersect with Jones Bridge Road, to eliminate the current double traffic signal and awkward left turning lanes. Realignment may be possible by creating a new street through the Kroger parking lot, which is currently being used as a shortcut to avoid the traffic signal at Douglas and Jones Bridge Roads.

Map 34: Transportation Projects in Johns Creek North

SIDEWALKS AND TRAILS PROJECTS

Sidewalks and trails exist along sections of McGinnis Ferry, Jones Bridge, Abbotts Bridge, Sargent, and Findley Roads, but in general, the Johns Creek North Community Area lacks fully-connected sidewalks and trails that allow residents to walk/bike to neighborhood schools, shopping, and the Fulton County Library.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

Current concept designs for McGinnis Ferry Road call for ten-foot-wide trails through road widening projects currently funded through Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, and in the case of Abbotts Bridge Road, roadway improvements with ten-foot-wide trails are underway by the Georgia Department of Transportation (GDOT).

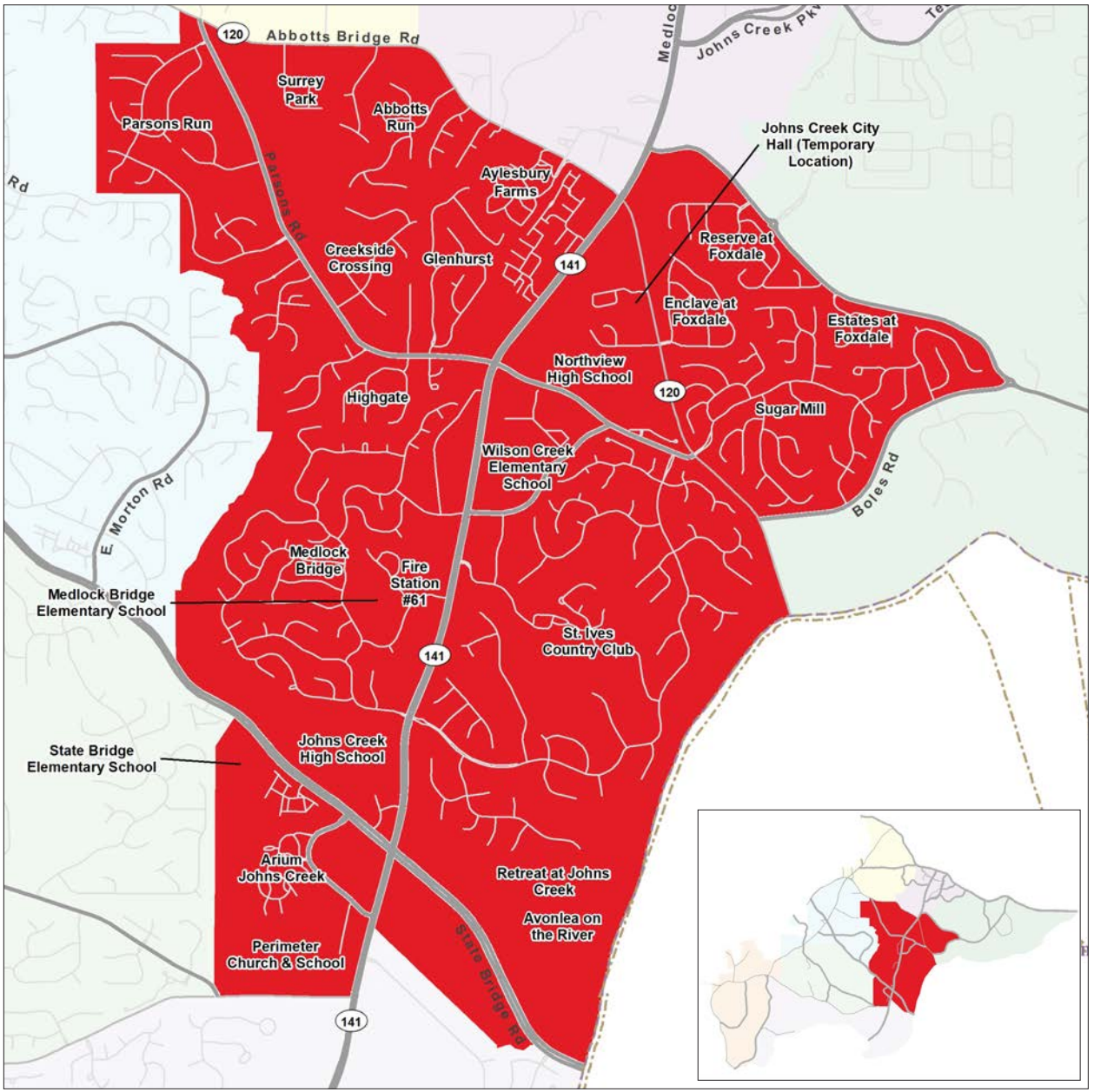
The Citizens Advisory Committee (CAC) recommends preserving the residential character of the Johns Creek North Community by completing missing sections of sidewalks and trails along Jones Bridge Road to promote greater transportation options for local trips by walking, biking and the use of electric carts.

Map 35: Trail Projects in Johns Creek North

Reserve@Foxdale
AvonleaOnTheRiver
AylesburyFarms
CreeksideCrossing
AriumJohnsCreek
St.IvesMemoryCare
Estates@Foxdale
AbbottsWalk
MedlockBridge
Oakmont
Stonehaven
IveyHall
Glenhurst
ParsonsStation
Waterstone
St.IvesCountryClub
SurreyPark
RandolphHall
MyersPark
EatonManor
AbbottsMill
Highgate
AbbottsRun
TowneVillage@NewHaven
SugarMill
AbbottsBridgePlace
Retreat@JohnsCreek
ParsonsRun
Enclave@Foxdale

Boundary

The area of Medlock is bounded to the east by the Chattahoochee River; to the north by Boles, Bell, and Abbotts Bridge Roads; to the west by Taylor Road Middle School and Chattahoochee High School; and to the south by Old Alabama Road and the River Estates Community Area.



Map 36: Medlock Boundary

BACKGROUND

History

Named for the road that runs through it today, the Medlock Community Area encompasses much of the historic community of Warsaw that started as an early settlement even while this area was part of the Cherokee Territory. This Community Area has several important cultural and historic properties. The Warsaw Cemetery (its church was relocated to the Autrey Mill Nature Preserve and Heritage Center in 2004) is located on the western side of Medlock Bridge Road, and the Macedonia African Methodist Episcopal (AME) cemetery on the eastern side. Positioned near the intersection of State Bridge and Medlock Bridge Roads, another historic property is the 1930s brick, one-story Warsaw School building currently being used as an office building. Until the 1980s, this area primarily consisted of farming fields and woodlands. Medlock Bridge Road was once a two-lane dirt road, but was realigned and paved in the late 1950s and then widened to four lanes in 1993. A wave of commercial development then swept through the area in the mid- to late-1990s, developing retail shopping centers at the intersection of Medlock Bridge and State Bridge Roads and along both Medlock Bridge and Abbotts Bridge Roads. In response to rapid residential development in the 1990s, two high schools were built over the span of seven years: Northview High School in 2001 and Johns Creek High School in 2008.

Existing Conditions

The Medlock Community Area is dominated by large-scale residential subdivisions with commercial retail shopping along State Bridge and Medlock Bridge Roads. There are three main residential subdivisions in this Community Area: St. Ives, Medlock Bridge, and Sugar Mill.

This community is served by Fire Station #61 and several public schools (State Bridge, Wilson Creek and Medlock Bridge Elementary Schools, as well as Northview and Johns Creek High Schools). Perimeter School is a private religious institution that lies within Medlock.

The City's worst traffic congestion exists at the intersection of State Bridge and Medlock Bridge Roads.

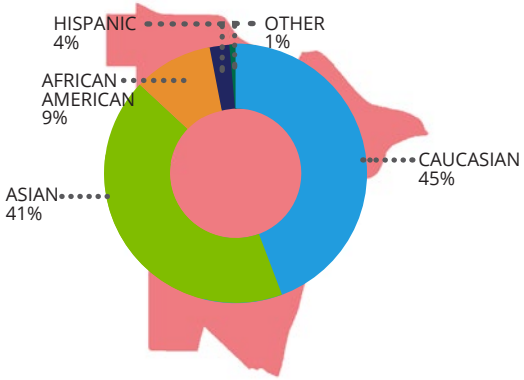
Demographics

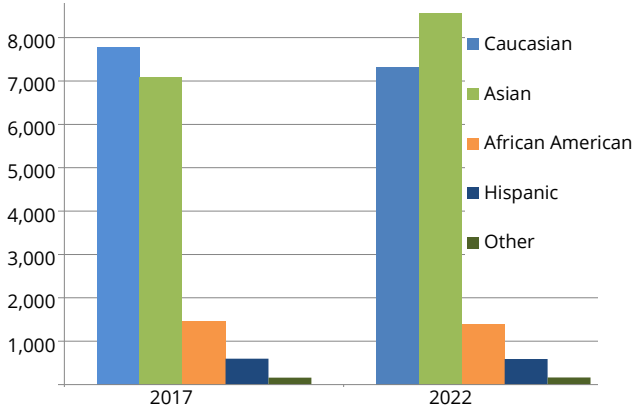
As of 2017, the Medlock Community Area has the largest number of residents, accounting for 20.3% of the City's population. Medlock's population saw 1% annual growth from 2010 to 2017, but the growth rate is expected to slow down.

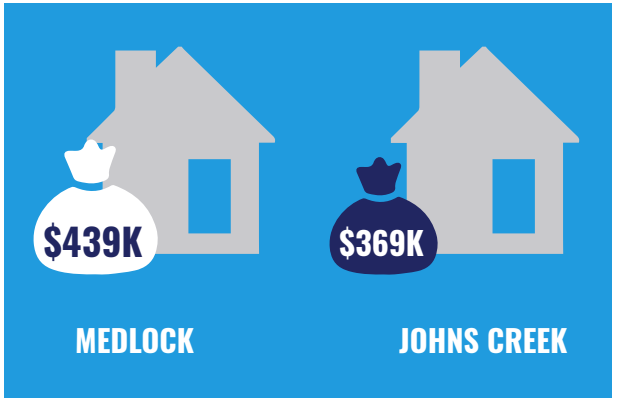
The percentage of Baby Boomers (18.9%) is slightly higher than that of the City overall, but their population is expected to drop by 6% in the next five years. Medlock has the highest percentage (26.4%) of Millennials in the City, and their population is expected to keep growing in the next five years.

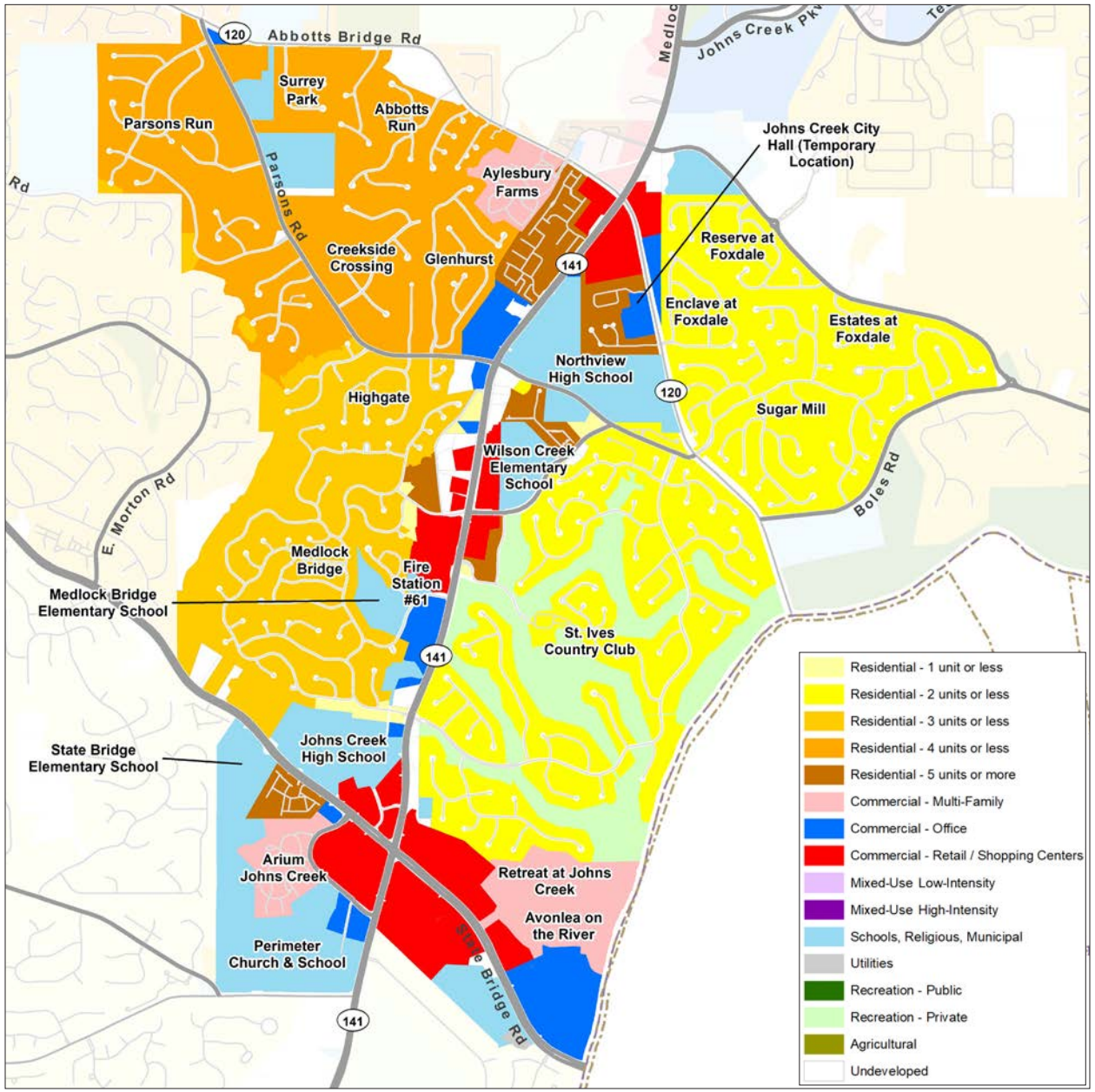
Caucasians are not the majority in Medlock, and their population will decrease by 6% in the next five years, the highest decrease in the City. Asians are the fastest growing group, and their population is expected to continue to grow by 21% in the next five years. The Asian population in Medlock is expected to eclipse the Caucasian population in 2022.

Medlock residents have a higher education level than the City overall, and their median household income ($109,302) is lower. The median home value ($439,459) is the third highest in the City, behind River Estates and Autrey Mill.









Map 37: Current Land Use in Medlock

Current Land Use

Single-family residential is the most prominent land use in Medlock, at 61.1% of total land.

Commercial Office and Commercial Retail account for 3.8% and 7% of total land, respectively. The majority of these uses are located along SR 141/Medlock Bridge Road and clustered around major intersections. A small amount of land (5.2%) is being used for Commercial Multi-Family.

Schools, Religious, and Municipal uses make up 13.1% of the land. Recreational uses only comprise 7.4% of the land.

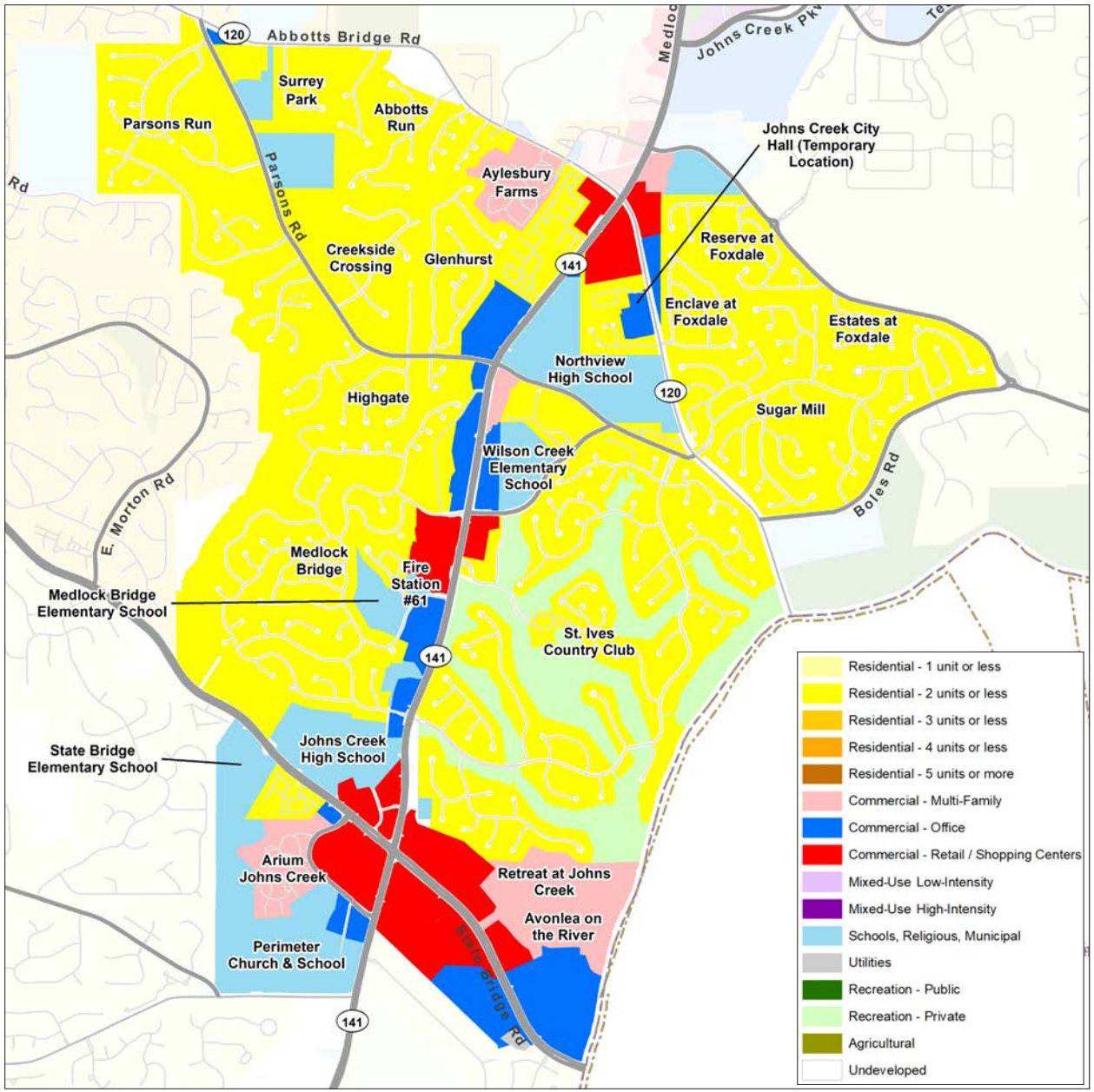
Currently, there are 67.4 acres of undeveloped land (2.4%) in this area.

Future Land Use

Apart from residential density reduction, 96.8% of future land use in Medlock will match current land use. A detailed build-out analysis is available on Pages 86-87.

Table 8: Land Use Change in Medlock (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	17.4	0	-17.4
Residential - 2 units or less	723.3	1,760.7	1,037.3
Residential - 3 units or less	368.2	0	-368.2
Residential - 4 units or less	513.7	0	-513.7
Residential - 5 units or more	111.1	0	-111.1
Commercial - Multi-Family	147.5	160.2	12.7
Commercial - Office	106.9	158.1	51.2
Commercial - Retail/Shopping Centers	198.2	184.6	-13.6
Schools, Religious, Municipal	370.7	339.4	-31.3
Utilities	2.2	2.2	0
Recreation - Private	209.4	209.4	0
Undeveloped	67.4	21.4	-46.0



Map 38: Future Land Use in Medlock

VISION

The vision for the Medlock Community Area is to maintain its premier residential status by enhancing the quality of public infrastructure and by enhancing Medlock Bridge and State Bridge Roads with landscaped sidewalks and trails, while attracting private investment to transform the Regal Cinema shopping center (located at the southwestern corner/quadrant at the intersection of Medlock Bridge and State Bridge Roads) into a walkable retail center with local restaurants, entertainment venues, and shops, centered around a public plaza with trails that connect pedestrians via underpasses to the area's schools and subdivisions.

A specific area plan for the Medlock Community Area should be developed for the area that may tranform into a village center at Medlock Bridge and State Bridge Roads. The plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

Redevelopment of the shopping centers of Medlock Bridge and State Bridge Roads into a more walkable village retail/public space should be undertaken in conjunction with the transportation redesign of the Medlock Bridge and State Bridge Roads intersection, currently funded through Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program. The movement of vehicles and pedestrians and how the movements impact the existing commercial uses must be designed to create a more attractive place to shop and dine.

New infill housing developments will be limited to single-family detached homes (at a maximum of two units/acre and up to three stories in height). No mixed-use development is envisioned for this area due to the level of traffic congestion already present.

Preservation of the community's historic properties and/or buildings should be encouraged through the adoption of a Historic Preservation Ordinance that requires any land development to incorporate the reuse and preservation of the historic property.

The Medlock Community Area currently lacks a public park, and the City should seek out opportunities to partner with the private sector to develop public spaces through the redevelopment of existing shopping centers.

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VISION

408-2268

SPRINGMAID
THE 5TH QU
NINE MARTINI TAPAS BAR

Club Car

92

BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The build-out analysis shows that the Medlock Community Area has the capacity for 481 additional residential units.

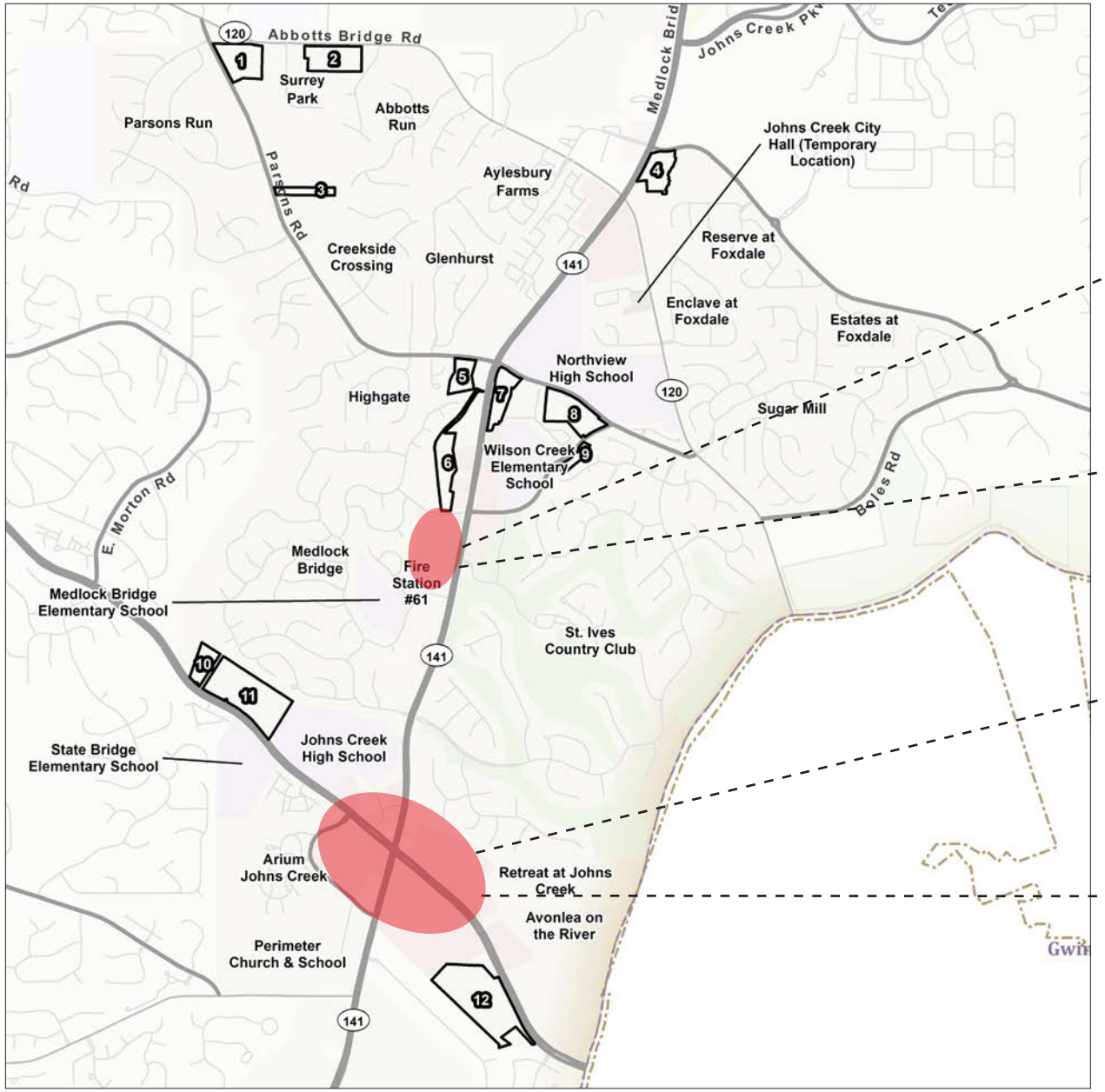
Commercial Build-out Analysis

The Medlock Bridge shopping center at Wilson Road has suffered visibility issues due to its location – sunken below the grade of Medlock Bridge Road and further hampered by a 40-foot landscape strip along Medlock Bridge Road. The retail shops are located 300 feet from the roadway and are pressed up against the edge of the residential subdivision. It is desired that retail shops will be relocated closer to Medlock Bridge Road with parking behind the shops. A new neighborhood park would buffer the residential subdivision from the commercial uses and provide residents a local place to gather and play.

It is envisioned that the Regal Cinema and Publix/Hobby Lobby shopping centers would transform into a more walkable village-like setting. This location is already the most heavily traveled area within the City. Locating restaurants and entertainment venues in addition to the cinema will create a gathering place for the southern section of the City. It is not envisioned that residential units would be added, given the number of apartment complexes and residential subdivisions nearby. Instead, it is hoped that sidewalks and trails will be created to navigate under the vehicular roadways, to ensure safe passage between shopping, local schools, and homes. New streets and pocket parks/squares are envisioned within the existing shopping center parking lots to allow for public events and safer vehicular movement.

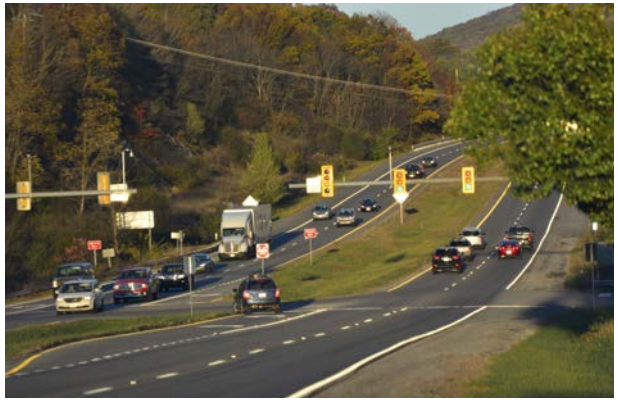
Table 9: Residential Build-out Analysis in Medlock

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	9.96	2	19	3	16	50
2	10.09	2	20	3	17	53
3	2.93	2	5	0	5	16
4	4.28	N/A	140	0	140	210
5	4.43	N/A	10	1	9	28
6	8.34	2	16	1	15	47
7	2.21	N/A	130	0	130	195*
8	10.06	2	20	4	16	50
9	2.02	2	2	0	2	7
10	4.11	2	8	0	8	25
11	20.18	2	40	6	34	105
12	24.09	N/A	88	0	88	271
Total	**102.7**				**481**	**1,060**



Map 39: Potential Residential Build-out in Medlock

TRANSPORTATION PROJECTS



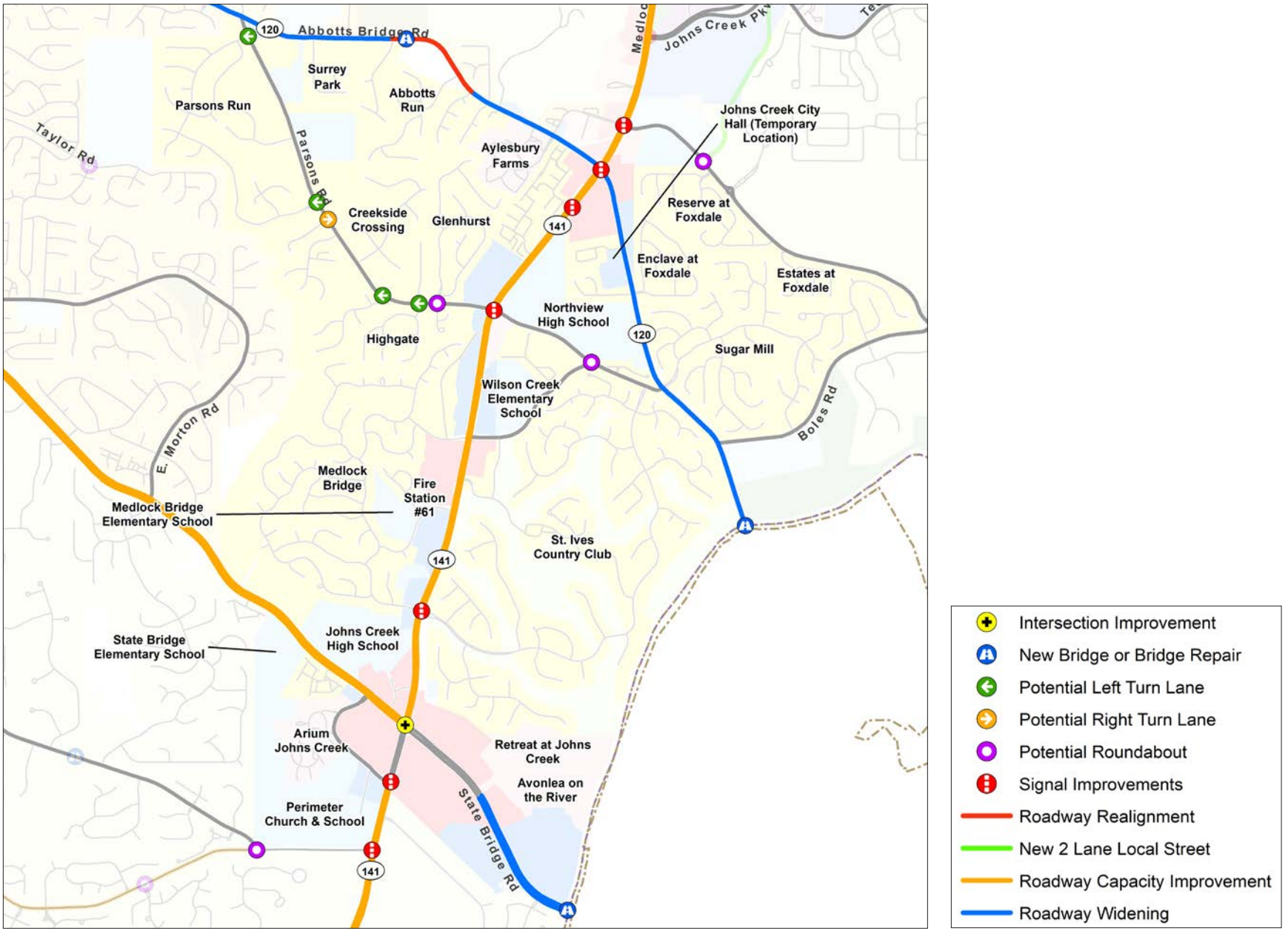
Medlock's primary east-west transportation routes are State Bridge and Abbotts Bridge Roads. Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, State Bridge Road from the Whole Foods shopping center to the Chattahoochee River will be widened from four lanes to six lanes. In addition, under the TSPLOST, State Bridge Road from Medlock Bridge to Jones Bridge Road has been identified for capacity improvements (which may include road widening). One bridge improvement/replacement project was identified on State Bridge over the Chattahoochee River.

Abbotts Bridge Road is currently under construction by the Georgia Department of Transportation (GDOT) to widen the two-lane roadway to four lanes to accommodate the increase in use. The project starts at Jones Bridge Road and extends to the Chattahoochee River, and includes landscaped medians and ten-foot-wide trails on both sides of the roadway. The bridge crossing at the Chattahoochee River will also be replaced with a wider bridge to accommodate the four lanes and sidewalk crossings.

Medlock Bridge Road is both the City's and Medlock's primary north-south arterial. Under TSPLOST, the intersection of Medlock Bridge and State Bridge Roads has been identified for improvements to reduce traffic congestion and improve traffic safety. Capacity improvements (which may include road widening) to reduce traffic congestion has also been identified for Medlock Bridge Road from the Chattahoochee River to McGinnis Ferry.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Roundabout at Wilson and Parsons Roads;
- Roundabout at Bell Road and new Bell Road Connector;
- Roundabout on Parsons Road at the entrance of Glenhurst;
- Roundabout at Old Alabama and Buice Roads;
- Left-turn lanes on Parsons Road at Wilshire Chase Drive, Hampstead Way, Stonefield Landing and Highgate Manor Court;
- Right-turn lane on Parsons Road into Stonegrove Overlook.



Map 40: Transportation Projects in Medlock

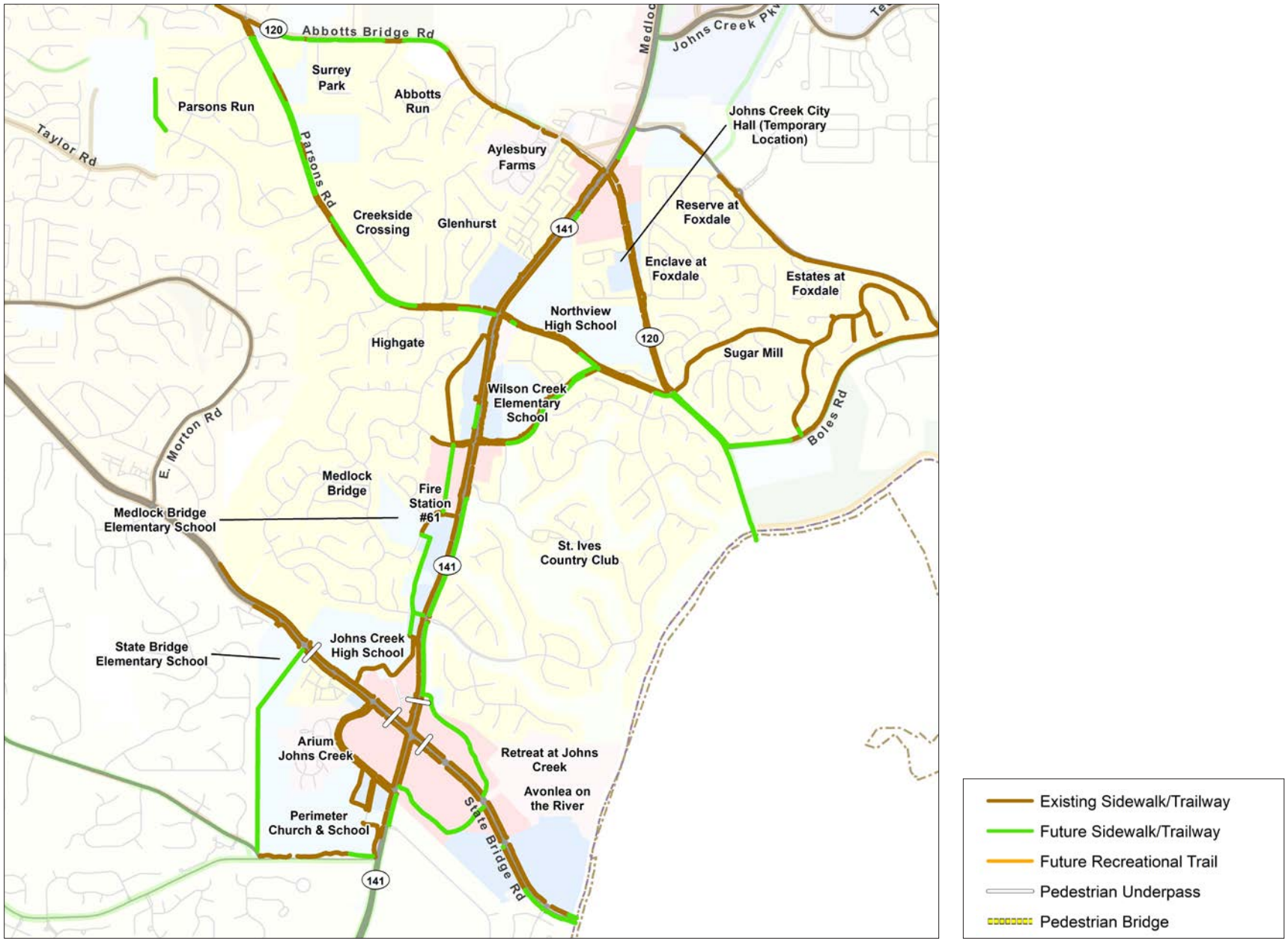
SIDEWALKS AND TRAILS PROJECTS

Sidewalks and trails exist along Medlock Bridge and State Bridge Roads. Sections of sidewalks and trails have also been built along Parsons, Bell, Boles, and Wilson Roads. However, in general, the Medlock Community Area lacks fully-connected sidewalks and trails that allow residents to walk/bike to neighborhood schools, local shopping, and religious institutions. To ensure the existing sidewalk and trail sections can be fully utilized, it is recommended that the City take a more proactive stance on sidewalks and trails by funding and installing the many missing sections within Medlock over the next ten years.

Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Georgia Department of Transportation (GDOT) will fund a new ten-foot-wide trail along Abbotts Bridge Road as part of the current roadway widening project, and in 2017, the City funded completion of the missing sections of trail along Parsons Road, between Medlock Bridge and Abbotts Bridge Roads.

The Citizens Advisory Committee (CAC) recommends completing missing sections of sidewalks and trails along Medlock Bridge, Parsons, Wilson, and Boles Roads. The CAC also suggested providing a trail from Old Alabama Road to State Bridge Road along the western side of the Perimeter Church property to promote greater transportation options for local trips by walking, biking and the use of electric carts. Similarly, Old Medlock Bridge Road should be extended as a trail through the Medlock Bridge shopping center, and to Johns Creek High School, offering residents and students alternative ways to walk/bike from neighborhood subdivisions to the community's shopping and schools without having to walk along heavily traveled roadways. Pedestrian underpasses should be provided at the intersection of State Bridge and Medlock Bridge Roads, to allow safe pedestrian passage to schools and shopping at the City's busiest intersection.

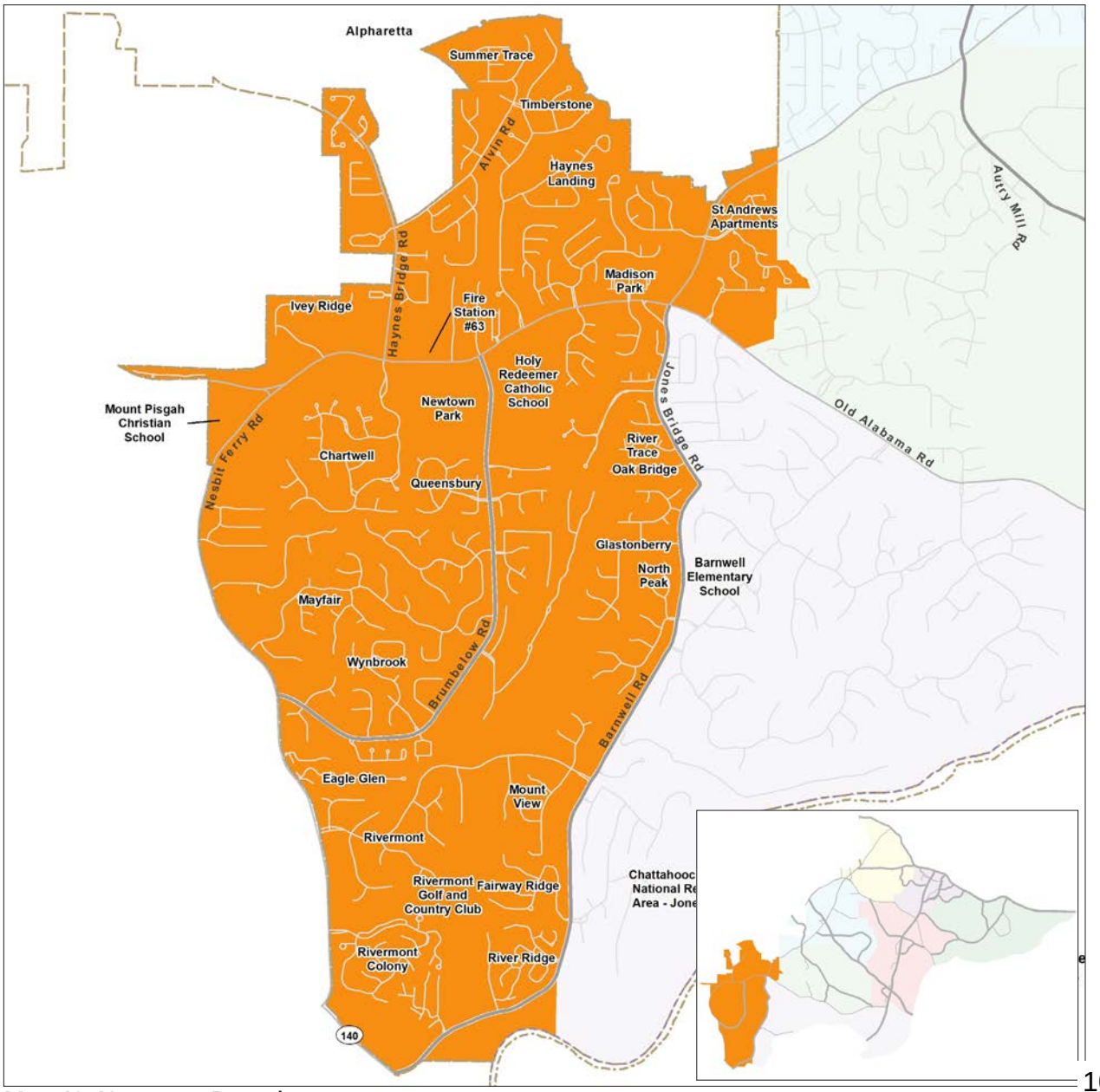


Map 41: Trail Projects in Medlock

Village@JonesFerry
Park@NesbitPlace
Chartwell
AutryTownship
Bridgewater
Queensbury
Woodridge
MagnoliaPark
Coventry@JonesBridge
Park@Breckenridge
QueensburyEast
JonesBridgeLanding
PrestonOaks
Timberstone
SummerTrace
Wynbrook
HaynesBridgeManor
MadisonPark
Woodvale
RivermontVillage
BrumbelowCrossing
SaintClair
Mackinac
BridgetownVillas
Glastonberry
Mayfair
WoodlandHills
RivermontColony
Hartridge
RiverTrace
Carrington
OakBridge
Park@HaynesManor
AnaheimFarms
StRegis
Pinnacle
HaynesLanding
EvergreenTrace
RivermontClub
BellingrathCommons
Wentworth
AshleyGlen
GeorgianRidge
StAndrewsApartments
MountViewLongPointe
FeatherSound
IveyRidge
EagleGlen
Rivermont
Park@Rivermont
NorthPeak
Estates@DeerChase
FairwayRidge
RiverRidge
Ridge@Brumbelow
Enclave@Breckenridge

Boundary

The area of Newtown is generally bounded to the east by Jones Bridge and Barnwell Roads; to the south by Holcomb Bridge Road and the City of Roswell; to the west by Nesbit Ferry Road and the City of Roswell; and to the north by the City of Alpharetta.



Map 42: Newtown Boundary

BACKGROUND

History

Situated on lands once owned by the Cherokee Nation, the area of Newtown is crossed by one of the oldest roads in this part of Georgia. The path of Old Alabama Road appears on an 1832 survey map, but is thought to be older, used as a trade route to Cherokee towns and later traveled by settlers moving west. Street names of Barnwell, Holcomb, Scott, Brumbelow, Nesbit, and others are a reminder of families that once farmed the area. Originally served by several one-room schools, by the late 1920s the area's population had grown enough to build its own larger, consolidated school. Named Newtown, it was located on Old Alabama Road. Today, the old school building has been renovated into the Park Place Active Adult Senior Center.

Existing Conditions

Most of the residential subdivisions were developed in the 1980s and early 1990s, with the exception of Rivermont, which was designed and built from the late 1970s through the 2000s. Most of the residential subdivisions, including Chartwell and Mayfair, are typical of the late 20th century with curvilinear streets and highly landscaped entrances.

Anchored by the City's most active park, Newtown Park, the Newtown Community Area also contains three shopping centers. There are also three additional shopping areas along Holcomb Bridge Road, along Jones Bridge Road, and at the intersection of Old Alabama Road and Nesbit Ferry Road. Because of the abundance of retail shopping, two of the six shopping centers have high vacancy rates. The area is also home to Fire Station #63 and two religious institutions with private schools: St. Brigid and Mt. Pisgah. The area does not have any public schools.

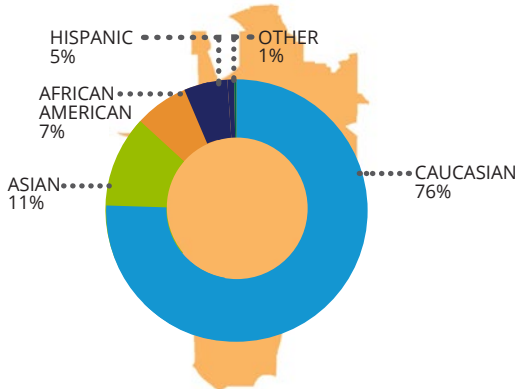
Demographics

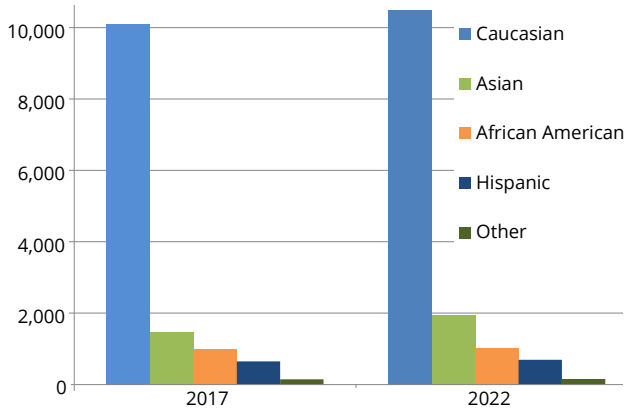
As of 2017, the Newtown Community Area is home to 13,333 residents, accounting for 15.7% of the City's population. Newtown's population saw 1.3% annual growth from 2010 to 2017, but the growth rate is expected to slow down.

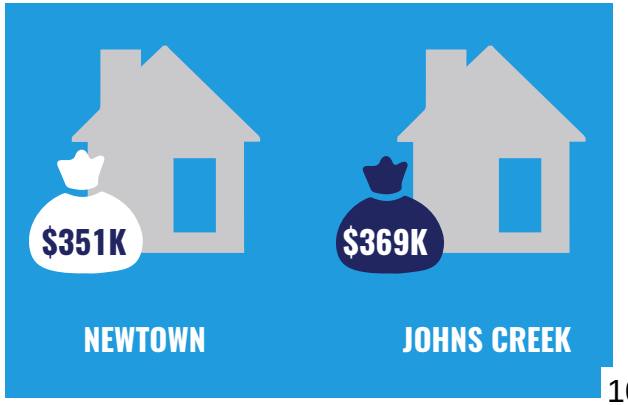
There was no change to the Baby Boomer population from 2010 to 2017, but their population is expected to decline in the next five years. From 2010 to 2017, the Millennial population in Newtown grew from 2,608 to 2,720, or 0.6% annually, and their population is expected to keep growing.

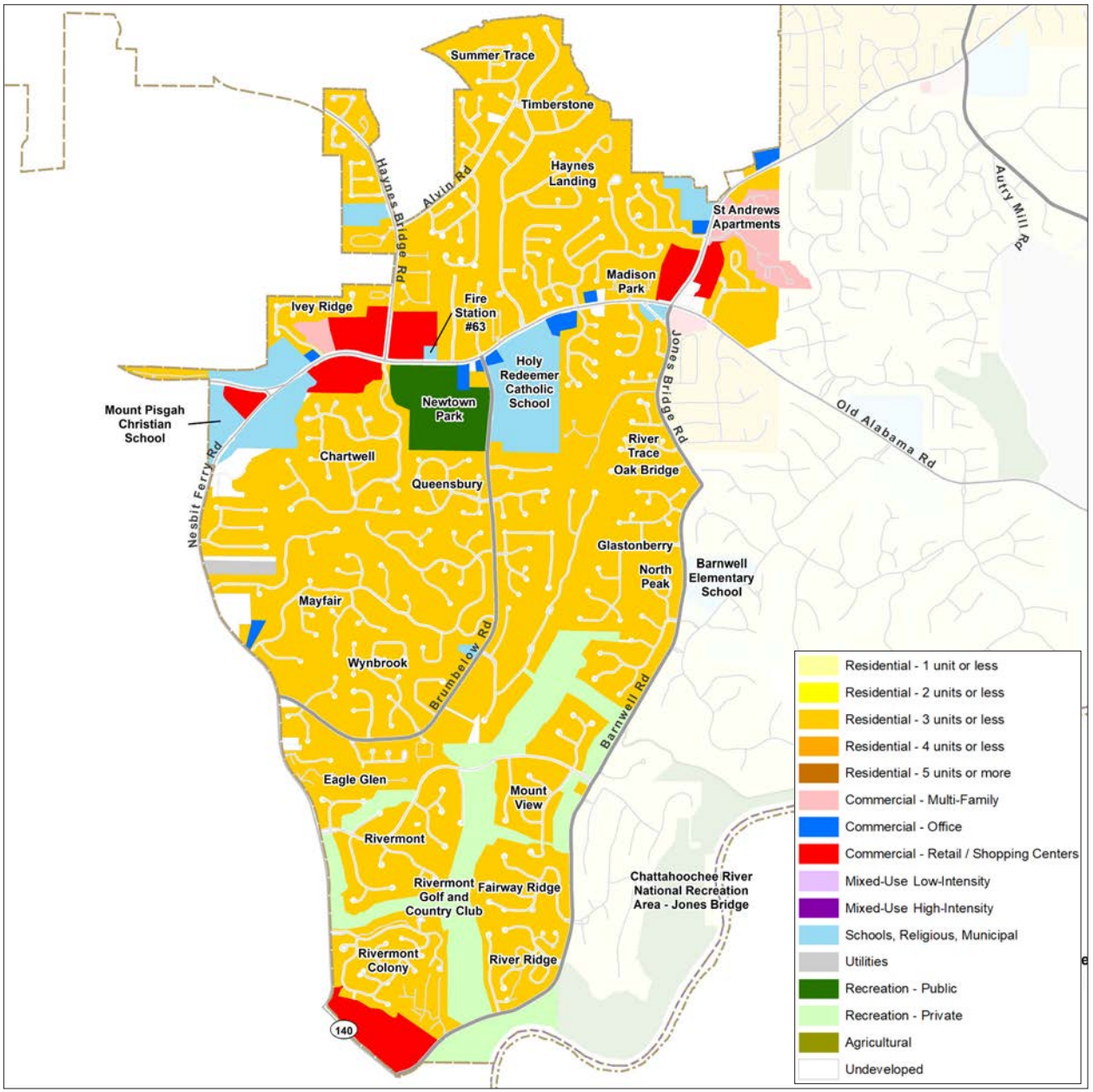
75.9% of Newtown residents are Caucasian, the highest percentage in the City. Their population is expected to grow 3.7% in the next five years, which is also the highest Caucasian population growth in the City. Asians are the fastest growing group in Newtown, and their population is expected to grow 33% in the next five years.

67% of Newtown residents over age 25 hold a bachelor's degree or higher. Both the median household income ($114,644) and the median home value ($351,488) in Newtown are similar to the City overall ($113,383 and $368,725, respectively).









Map 43: Current Land Use in Newtown

Current Land Use

Single-family residential is the most prominent land use in Newtown, at 75.4% of total land.

Commercial Office and Commercial Retail account for 0.7% and 4.5% of total land, respectively. The majority of these uses are located along Old Alabama Road and clustered around major intersections. Only a small amount of land (1.8%) is being used for Commercial Multi-Family.

Recreational uses comprise 10.4% of the land, including one public park and private golf and country clubs.

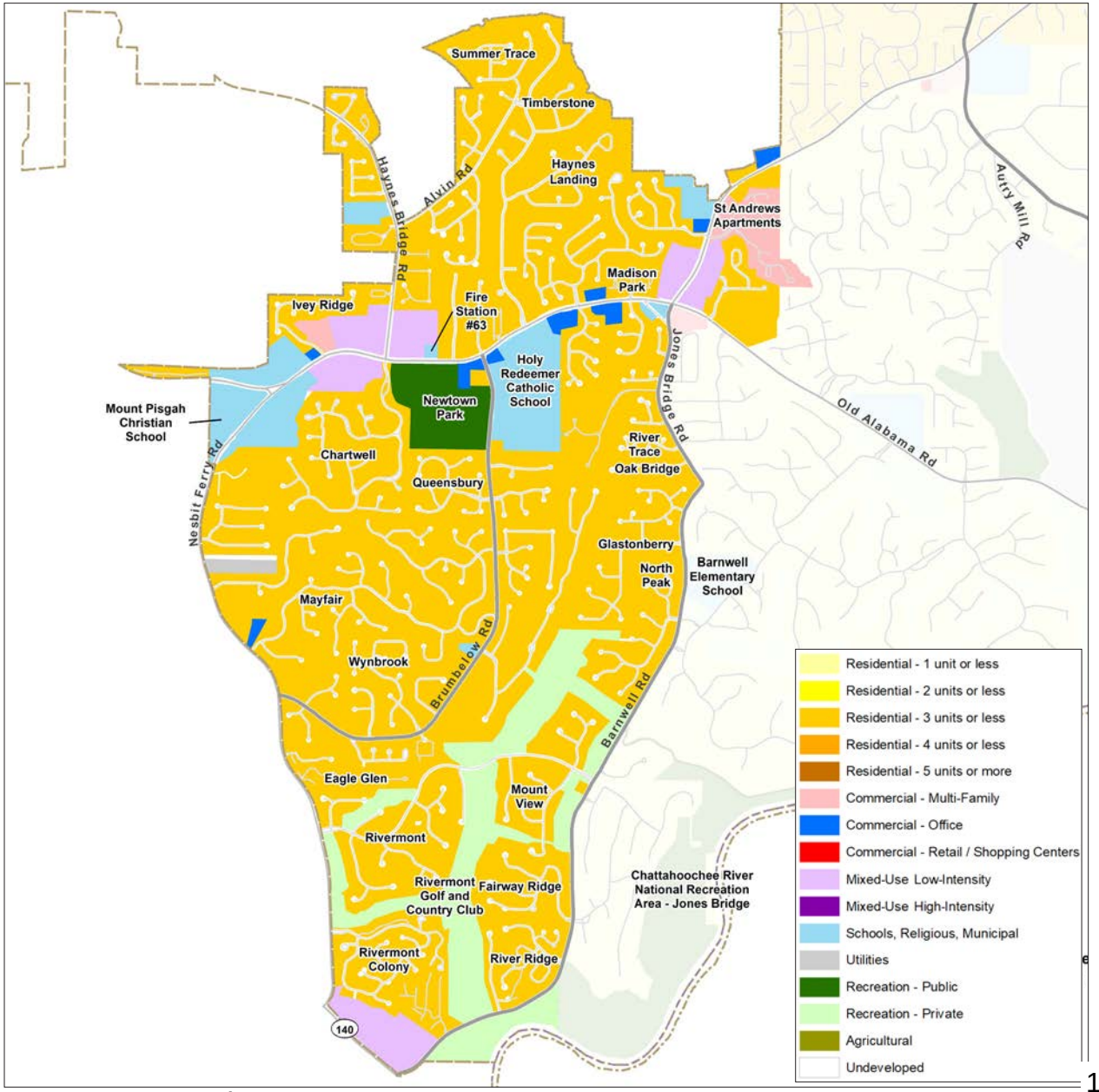
Currently, there are 34.7 acres of undeveloped land (1.4%) in this area.

Future Land Use

94.2% of future land use in Newtown will match current land use. A detailed build-out analysis is available on Pages 100-101.

Table 10: Land Use Change in Newtown (Acres)

Land Use Type	Current	Future	Change
Residential - 3 units or less	1,778.3	1,801.8	23.5
Residential - Multi-Family	43.7	43.7	0
Commercial - Office	17.2	22.1	5.0
Commercial - Retail/Shopping Centers	106.4	0	-106.4
Mixed-Use Low-Intensity	0	103.8	103.8
Schools, Religious, Municipal	137.5	143.6	6.1
Utilities	7.2	7.2	0
Recreation - Public	52.6	52.6	0
Recreation - Private	201.7	201.7	0
Undeveloped	34.7	2.8	-31.9



Map 44: Future Land Use in Newtown

VISION

The vision for the Newtown Community Area is to remain a premier residential community by enhancing the quality of the public infrastructure and roadways, and by rezoning existing shopping centers along Old Alabama Road (at both Haynes Bridge and Jones Bridge Roads) to mixed-use, to attract private investment to transform this area into a traditional village with low-intensity mixed uses. It is also envisioned that the suburban shopping center located along Holcomb Bridge Road will be rezoned to mixed-use, to attract private investors willing to transform the shopping center into a walkable, low-intensity mixed-use area with local retail, office, residential, and public spaces that would showcase this southern gateway into the City from Roswell and GA 400. A local area study should be conducted to plan for the redevelopment of at least one existing shopping center. The plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

New infill housing developments will be limited to single-family detached homes at three units/acre and up to three stories in height. New mixed-use development will be limited to eight residential units/acre and no more than three stories in height.

It is envisioned that the Newtown Community Area will become more pedestrian- and bike-friendly with the completion of missing sidewalks and trails to connect existing schools, shopping, subdivisions, religious institutions, and Newtown Park.

Preservation of the community's historic properties and/or buildings should be encouraged through the adoption of a Historic Preservation Ordinance that requires any land development to incorporate the reuse and preservation of the historic property.

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BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The build-out analysis shows that the Newtown Community Area has the capacity for 616 additional residential units.

Commercial Build-out Analysis

The Jones Bridge Promenade shopping center is currently half vacant and three out-parcels are still to be developed. Due to its proximity and connectivity to the Autry Township residential subdivision, it is envisioned that, over time, this shopping center could transform into a small village setting offering food and non-invasive entertainment venues. A public street system could be created with access to both Old Alabama and Jones Bridge Roads.

A low-intensity mixed-use village center is envisioned at the intersection of Old Alabama and Haynes Bridge Roads, where there are currently three suburban shopping centers as well as Newtown Park. The vision calls for a local area study to determine possible layouts, with one of the three shopping centers being replaced with a traditional village green, surrounded by retail stores on the ground level, with a mix of residential housing and perhaps some live-work units. The village area would allow up to eight residential units per acre and up to three stories in height.

The Rivermont Square shopping center, located along Holcomb Bridge Road at the southern edge of the City, could be transformed by private investment. The vision is to replace the current shopping center configuration to be located closer to Holcomb Bridge Road, with parking located to the side or rear of the parcel, and buffered by a larger landscaped area protecting the Rivermont subdivision. The area is being designated as a low-intensity mixed-use village with up to eight residential units per acre and up to three stories in height.

Table 11: Residential Build-out Analysis in Newtown

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	1.04	3	3	0	3	10
2	6.79	3	20	2	18	56
3	16.38*	8	131	0	131	403
4	9.84	3	29	0	29	90
5	8.64	3	25	0	25	77
6	9.06	N/A	19	3	16	50
7	0.92	3	2	0	2	7
8	1.84	3	5	0	5	16
9	2.37	3	7	0	7	22
10	32.1	8	256	0	256	786
11	1.57	3	4	0	4	13
12	6.11	3	18	1	17	53
13	12.88*	8	103	0	103	317
Total	**109.54**				**616**	**1,900**

*This reflects the maximum area eligible for mixed-use development.

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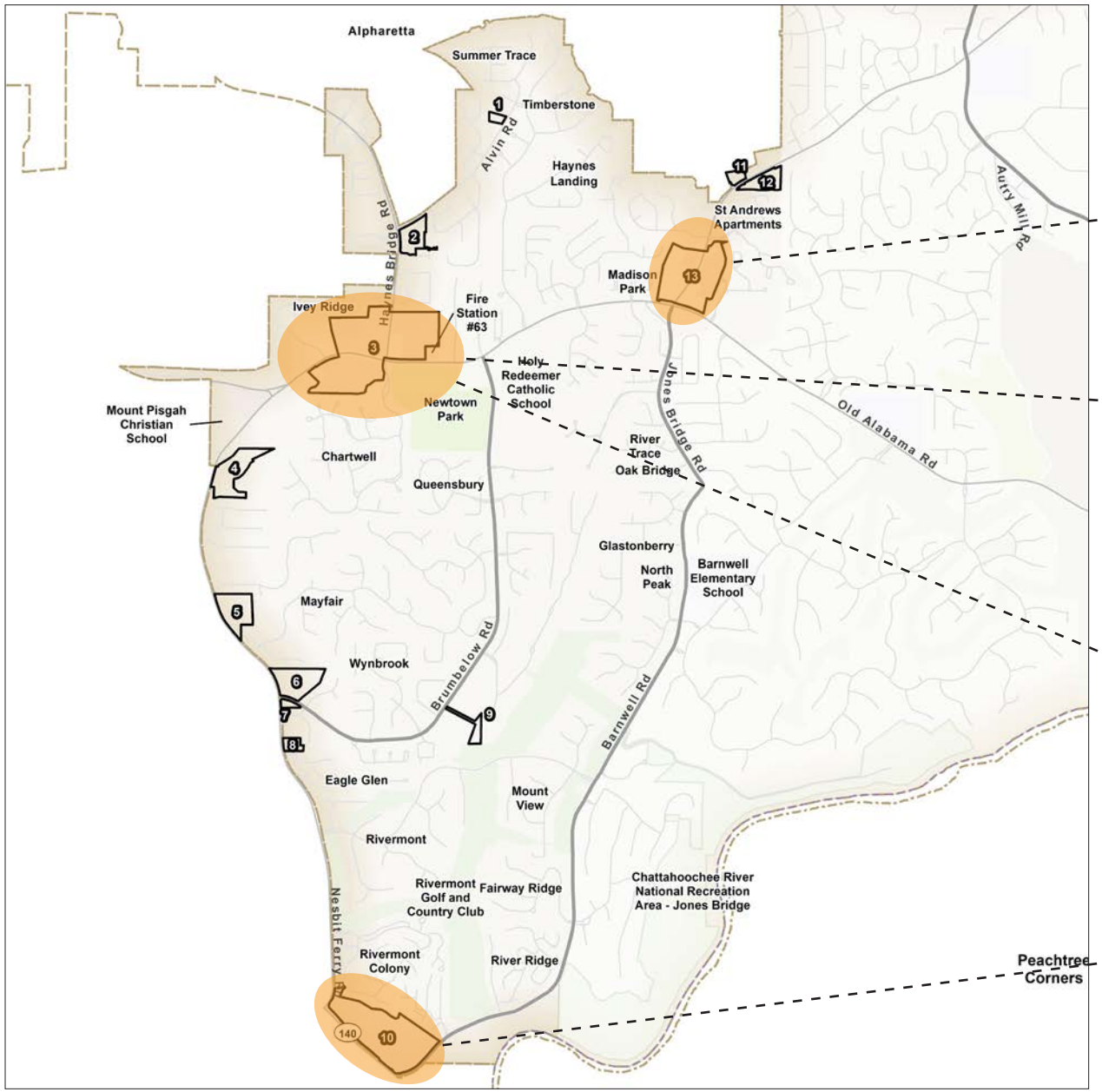
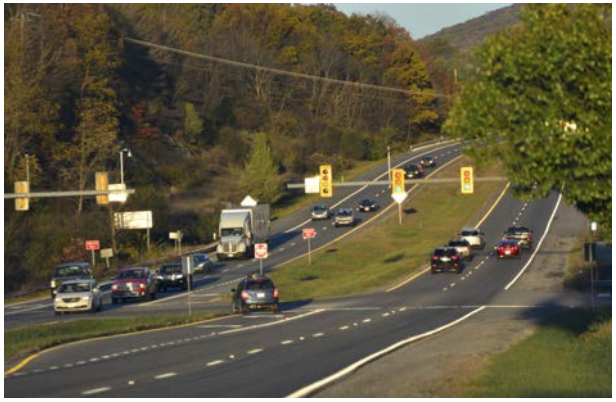


Map 45: Potential Residential Build-out in Newtown

TRANSPORTATION PROJECTS

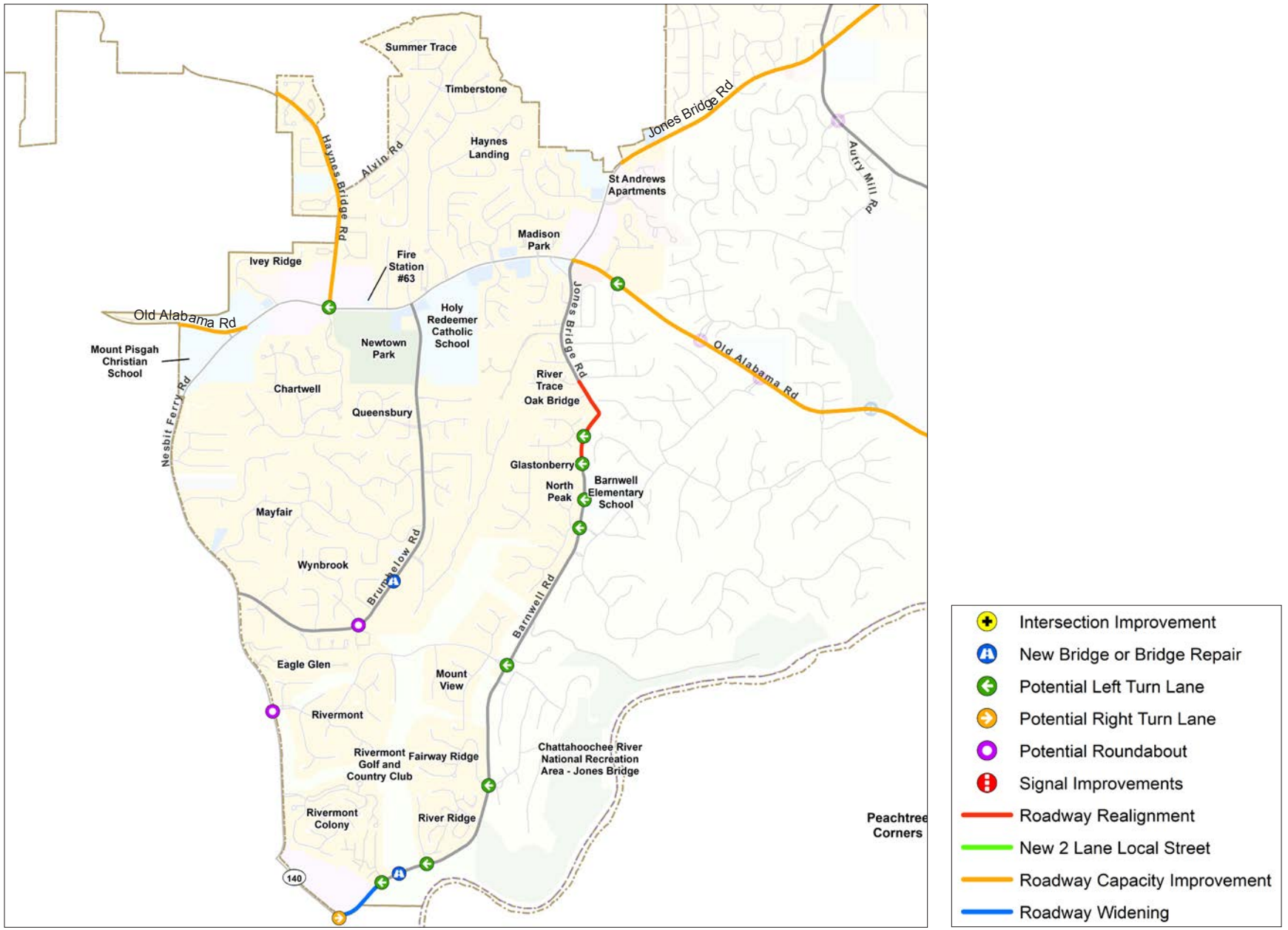


Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, Haynes Bridge Road has been identified for capacity improvements (which may include road widening). There are also roadway improvements planned for Nesbit Ferry Road under the TSPLOST program, partnering with the City of Roswell, and for the lower portion of Barnwell Road where it intersects with Holcomb Bridge Road.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Reduce the sharp turn in the roadway as Barnwell Road turns into Jones Bridge Road, north of Barnwell Elementary School;
- Roundabout on Brumbelow Road at the intersection of Tuckerbrook Lane;
- Roundabout on Nesbit Ferry Road at the intersection of Rivermont Parkway;
- Left-turn lanes on Old Alabama Road at Haynes Bridge Road and Foxworth Drive;
- Left-turn lanes on Barnwell Road at Jacobean Entry, Aubusson Entry, Barnwell Elementary School, Peak Drive, Rivermont Parkway, Fairway Ridge Drive, Neblick Drive and Sandy Lane Drive;
- Right-turn lane from Holcomb Bridge Road to Barnwell Road.

Staff recommends the creation of local streets within the Kroger and Publix shopping centers at Haynes Bridge and Old Alabama Roads, should these shopping centers be redeveloped by private investors into a village center.



Map 46: Transportation Projects in Newtown

SIDEWALKS AND TRAILS PROJECTS

Sidewalks and trails exist along sections of Jones Bridge, Brumbelow, Barnwell, Haynes Bridge, and Old Alabama Roads. It is recommended that the City take a more proactive stance on sidewalks and trails by funding and installing the missing sections of sidewalks and trails within Newtown over the next ten years, so that the existing sidewalk and trail sections are more usable.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done, or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends preserving the residential character of the Newtown Community by completing the missing sections of sidewalks along Barnwell, Brumbelow, and Nesbit Ferry Roads to promote greater transportation options for local trips by walking, biking, and the use of electric carts.

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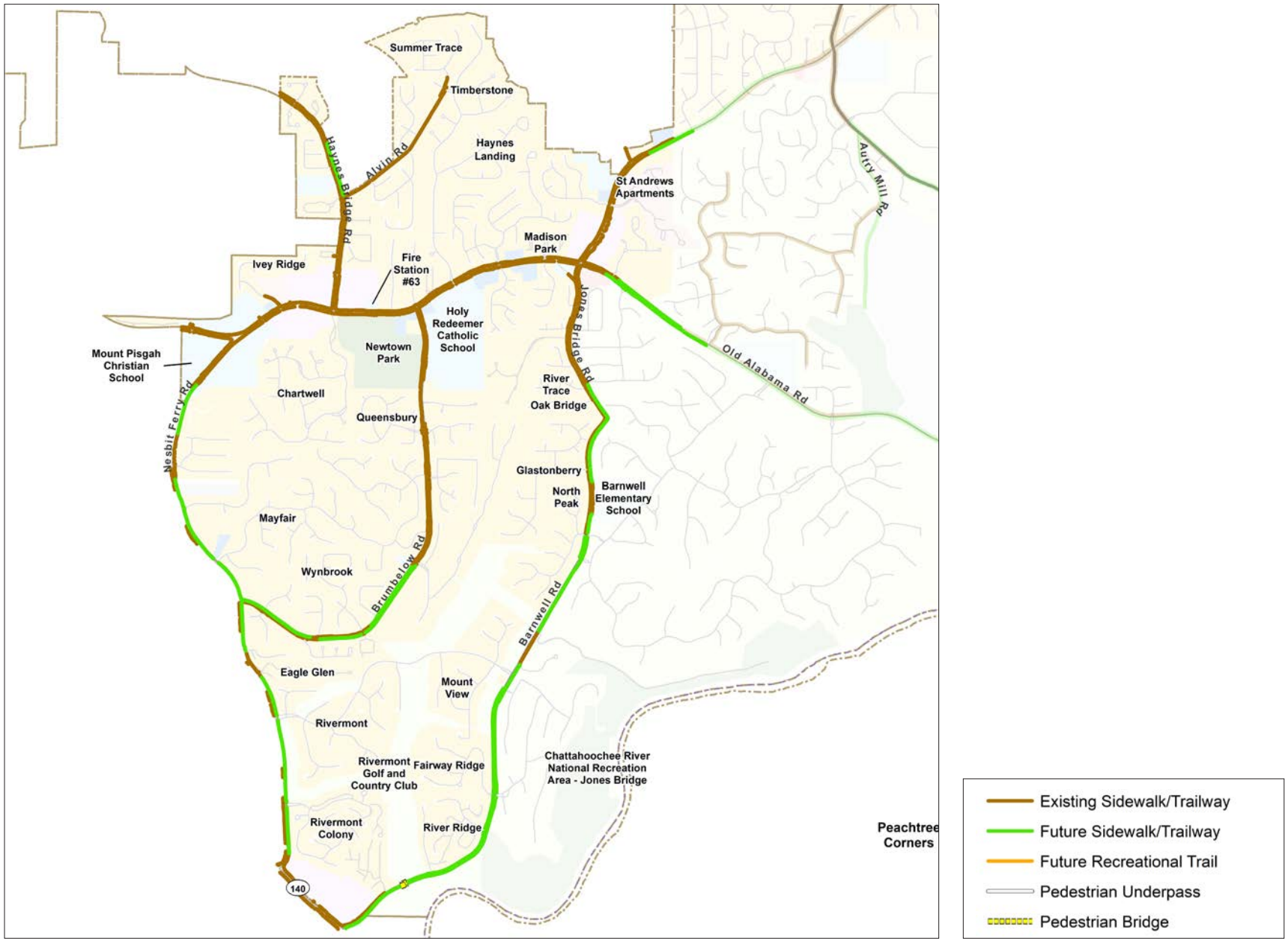
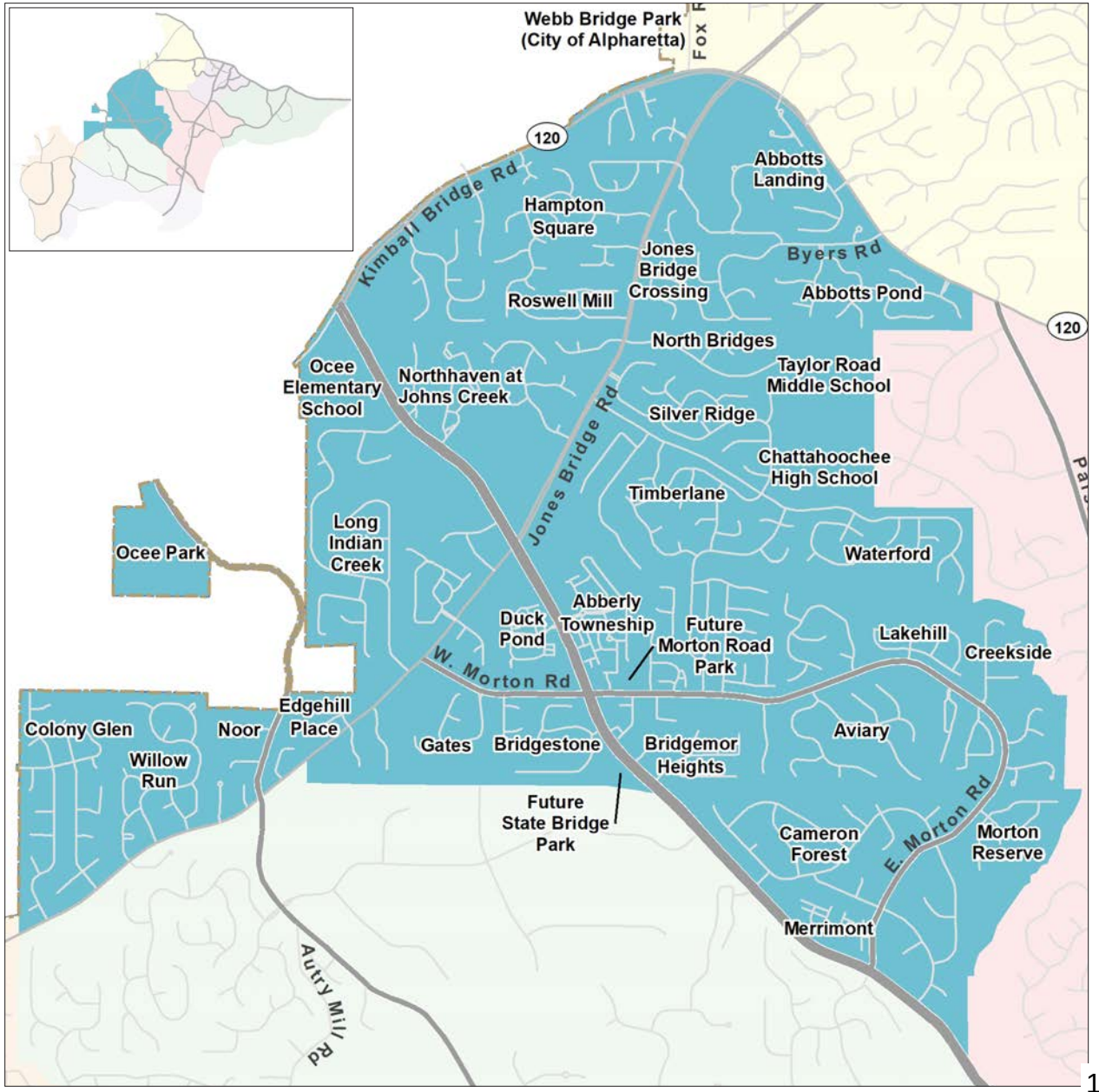


Map 47: Trail Projects in Newtown

WindermerePark
Bridgestone
NorthBridges
WillowRun
Brookhollow
JonesBridgePlantation
EnclaveonJohnsCreek
ChurchillDowns
AbbottsPond
SilverRidge
Aviary
JonesBridgePlace
Londonberry
BecktonHall
Northhaven@JohnsCreek
MortonChase
MortonReserve
MabryPark
CameronForest
RoswellMill
AbbottsSquare
KimballParc
Lakehill
Morningside
AshleeOaks
AbberlyTowneship
SummitPoint
Wynbridge
AviaryRidge
Brookdale
Gates
ArlingtonPointe
Donamere
AbbottsLanding
LongIndianCreek
BridgemorHeights
JonesBridgeCrossing
JonesBridgeWoods
Creekside
EdgehillPlace
Hunter'sForest
Springfield
DuckPond
MortonPlantation
OakLanding
FalconRidge
ChessingtonChase
HamptonSquare
Hunter'sClose
Merrimont
Timberlane
Waterford
ColonyGlen
SaddleBridge
Orchards@JonesBridge

Boundary

Ocee is generally bounded to the west by the City of Alpharetta; to the north by Abbotts Bridge Road; to the south by Jones Bridge Road and the subdivisions of West Morton Road; and to the east by the neighborhoods along Parsons Road and Medlock Bridge Road.



Map 48: Ocee Boundary

BACKGROUND

History

A story passed down from generations has the name Ocee originating from a similar Cherokee word that means home. Ocee was one of four historic cotton farming communities present in this area prior to the City of Johns Creek's incorporation. The thriving community center was located along Jones Bridge Road, south of the intersection with Route 120 (Kimball Bridge and Abbotts Bridge Roads) with several stores, a blacksmith shop, justice of the peace, cotton gin, churches, and a cannery. In the 1920s and 1930s, the cotton market was devastated by the boll weevil, and many farmers turned to producing livestock and poultry or truck farming to make a living. The Ocee Area experienced rapid growth with the expansion of Georgia 400 and creation of the large-scale Windward mixed-use development in the adjacent City of Alpharetta.

Existing Conditions

Existing residential subdivisions, such as Long Indian Creek, Colony Glen, and Willow Run, were built primarily in the 1970s and show signs of aging. There are still a few older homes on one-acre-plus parcels that are experiencing development pressure to build denser housing. Ocee has the largest number of small- to medium-scale residential subdivisions built primarily in the 1980s and 1990s.

Ocee has three major retail shopping centers. Two older retail shopping centers within Ocee are located at the State Bridge and Jones Bridge Roads intersection, and the Grande Pavilion shopping center is located at the State Bridge and Kimball Bridge Roads intersection. There is also typical suburban commercial sprawl occurring along State Bridge and Jones Bridge Roads. The Grande Pavilion and Goodwill shopping centers currently have high vacancy rates.

The Ocee Community Area has Ocee Park as well as two new neighborhood parks planned at East Morton Road and State Bridge Road. Ocee has three public schools: Ocee Elementary School, Taylor Road Middle School, and Chattahoochee High School.

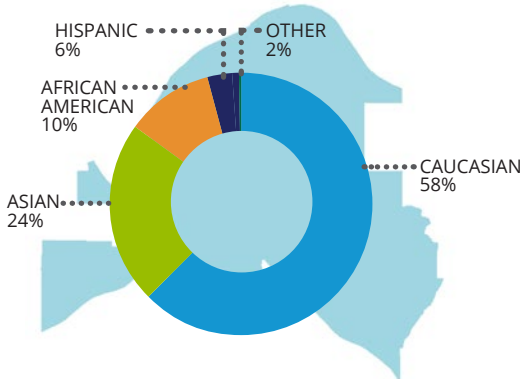
Demographics

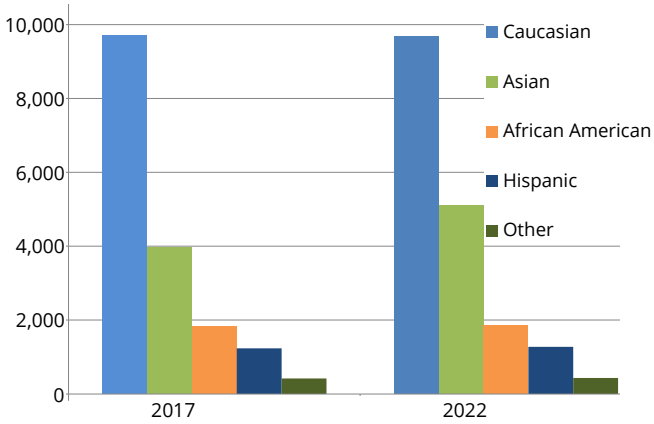
As of 2017, the Ocee Community Area is home to 16,780 residents, accounting for 19.8% of the City's population. Ocee's population saw 1.3% annual growth from 2010 to 2017, but the growth rate is expected to slow down.

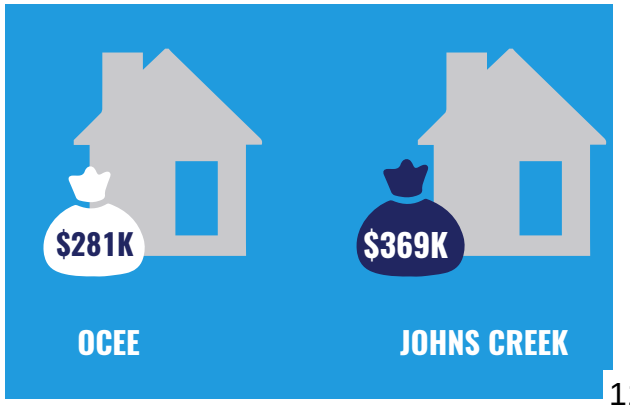
The percentage of Baby Boomers (17.7%) is slightly lower than that of the City overall, and the population is expected to drop by 6.3% in the next five years. The Millennial population in Ocee grew from 3,908 to 4,105 from 2010 to 2017, and is expected to grow by 1.4% in the next five years.

While the Ocee Community Area is predominantly Caucasian (57.8%), its Caucasian population is expected to decrease in the next five years at 0.1% annually. Asians are the fastest growing group, and their population increased by 40.5% from 2010 to 2017. Over the next five years, the Asian population is expected to continue to grow by 28.5%.

58% of Ocee residents have a bachelor's degree. The median household income is estimated to be $102,734 in 2017. The median home value in Ocee is $281,025, lower than that of the City overall ($368,725).







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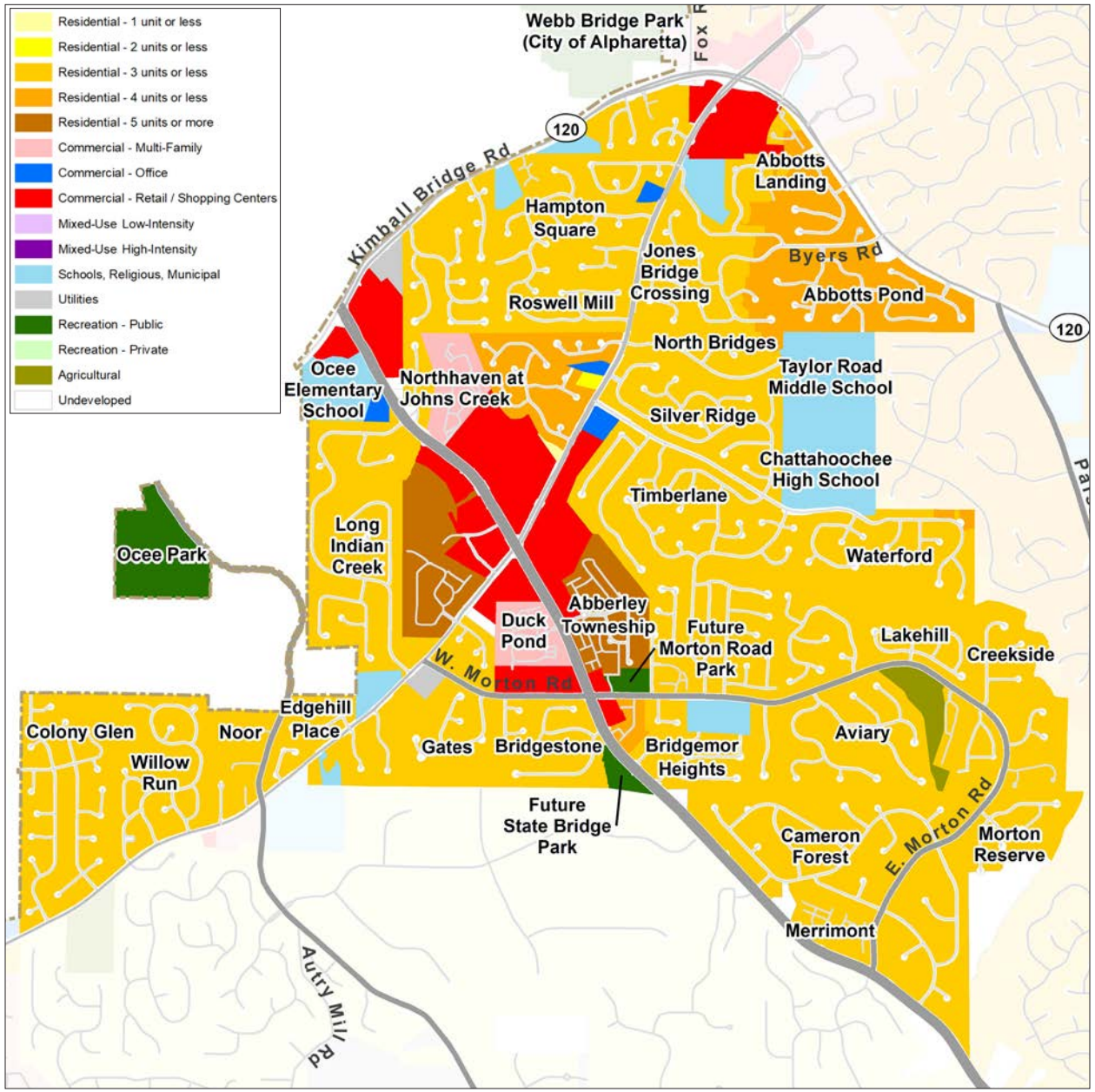


Map 49: Current Land Use in Ocee

Current Land Use

Single-family residential is the most prominent land use in Ocee, at 78.8% of total land.

Commercial Office and Commercial Retail account for 0.5% and 7.6% of total land, respectively. The majority of these uses are located along State Bridge and Jones Bridge Roads and are clustered around major intersections. A small amount of land (2.1%) is being used for Commercial Multi-Family.

Schools, Religious, and Municipal uses make up 6.6% of the land. Recreational uses only consume 2% of the land.

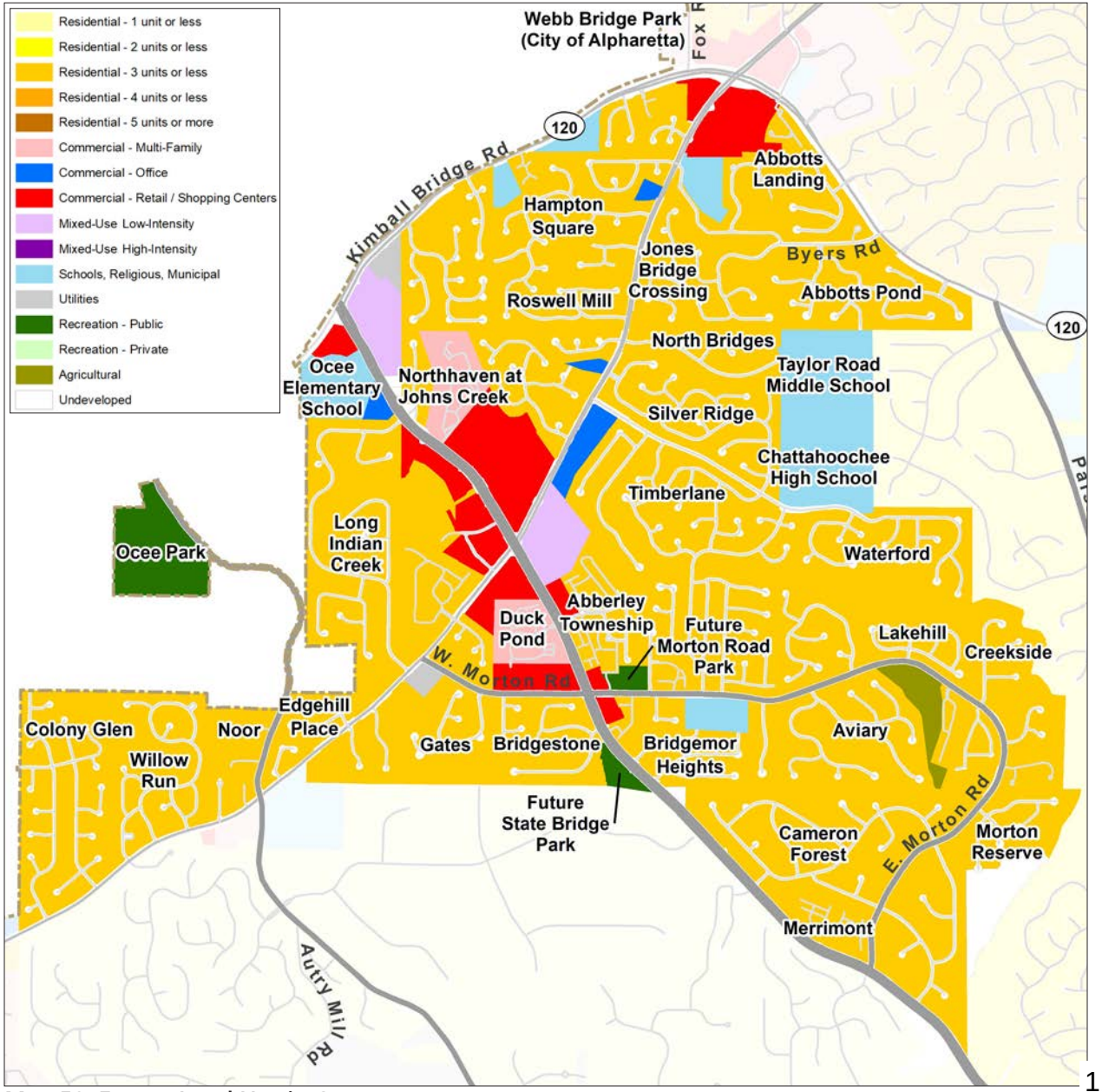
Currently, there are 27.9 acres of undeveloped land (1.4%) in this area.

Future Land Use

Apart from residential density reduction, 97.8% of future land use in Ocee will match current land use. A detailed build-out analysis is available on Pages 114-115.

Table 12: Land Use Change in Ocee (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	0.9	0	-0.9
Residential - 2 units or less	1.4	0	-1.4
Residential - 3 units or less	1,330.4	1,561.7	231.4
Residential - 4 units or less	144.7	0	-144.7
Residential - 5 units or more	77.1	0	-77.1
Commercial - Multi-Family	40.8	40.8	0
Commercial - Office	9.7	16.1	6.4
Commercial - Retail/Shopping Centers	149.3	112.2	-37.0
Mixed-Use Low-Intensity	0	35.9	35.9
Schools, Religious, Municipal	130.6	124.3	-6.3
Utilities	7.9	7.9	0
Recreation - Public	40.1	40.1	0
Agricultural	12.9	12.9	0
Undeveloped	27.9	21.7	-6.3



Map 50: Future Land Use in Ocee

VISION

The vision for the Ocee Community Area is to become the City's premier western gateway from GA 400 by enhancing the quality of public infrastructure and roadways, and by rezoning the shopping center at Kimball Bridge and State Bridge Roads to attract private investment, transforming the outdated retail complex into a walkable, low-intensity, mixed-use complex with offices and residences. This could be accomplished by developing a public greenway that leads into the commercial heart of the community at Jones Bridge and State Bridge Roads. It is envisioned that the Goodwill shopping center could be rezoned to attract private investors that would transform it into an upscale suburban village with local retail shops, restaurants, and low-intensity housing, situated around a public square connecting to the Abberly Towneship community adjoining it to the east.

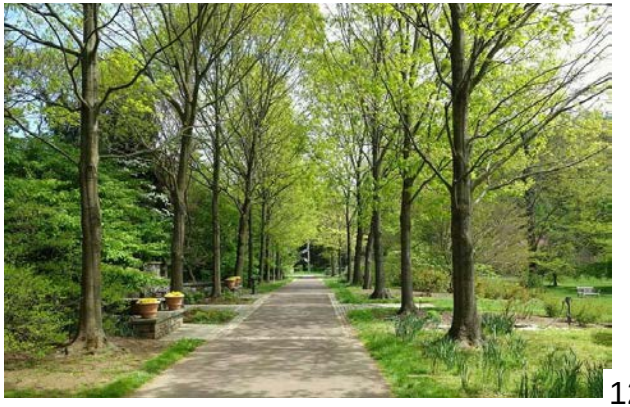
Specific area plans for the Ocee Community Area should be developed for the areas that may tranform into village centers at Kimball Bridge and State Bridge Roads as well as Jones Bridge and State Bridge Roads. The plans would guide the private sector in the amenities desired by the community, as well as the City's design standards.

New low-intensity mixed-use development will be limited to eight residential units/acre and no more than three stories in height. A local area study should be conducted to plan for the redevelopment of at least one existing shopping center. The plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

New infill housing developments will be limited to single-family detached units up to three units/acre and three stories in height.

It is envisioned that the entire community will become more pedestrian- and bike-friendly with the completion of missing sidewalks and trails to connect the schools, shopping, and subdivisions with Ocee Park, Alpharetta's Webb Bridge Park, and the City's newly-planned Morton Road and State Bridge Road Parks.

Preservation of the community's historic properties and buildings should be encouraged through the adoption of a Historic Preservation Ordinance that requires any land development to incorporate the reuse and preservation of the historic property.



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BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07).

The build-out analysis shows that the Ocee Community Area has the capacity for 382 additional residential units.

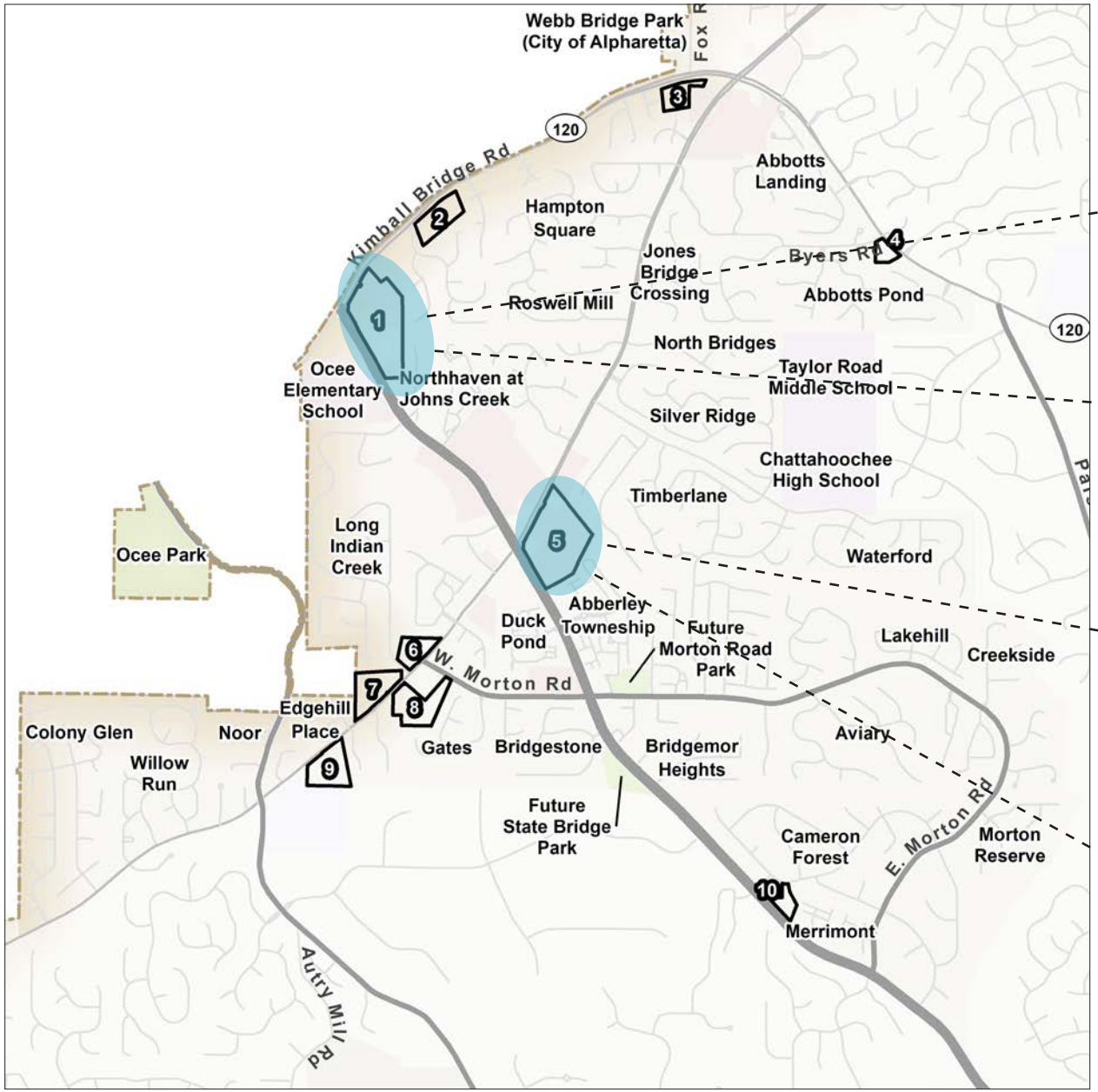
Table 13: Residential Build-out Analysis in Ocee

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	17.82	8	142	0	142	436
2	5.47	3	16	1	15	47
3	2.9	3	8	1	7	22
4	1.47	3	4	0	4	13
5	18.06	8	144	0	144	443
6	3.74	3	11	3	8	25
7	6.08	3	18	0	18	56
8	7.35	3	22	2	20	62
9	6.47	3	19	1	18	56
11	2.06	3	6	0	6	19
Total	**71.42**				**382**	**1,179**

Commercial Build-out Analysis

The Grande Pavilion shopping center has the highest retail vacancies in the City. Its location is hampered by land immediately to the west of the parcel located in the City of Alpharetta, which physically blocks its view from the street as visitors enter the City of Johns Creek. Also, there is no physical access into the complex when driving south on Kimball Bridge Road. Lastly, out-parcels block the view of the complex from State Bridge Road. It is envisioned that the complex, in the future, could be redeveloped into a mix of office and residential uses connected to the Kroger and Goodwill shopping centers east of this site via a trail system.

The Goodwill shopping center also has long-term store vacancies. Its prime location adjacent to Abberly Township residential subdivision would make it an ideal small village setting that could support a town park, cinema, small local retail shops and restaurants with residential units above, or townhomes adjacent to the Abberly Township subdivision.



Map 51: Potential Residential Build-out in Ocee

TRANSPORTATION PROJECTS

Ocee's east-west transportation routes are State Bridge and Abbotts Bridge Roads. Over the past ten years, the City has experienced increased traffic along all of its east-west arterials. Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, State Bridge Road has been identified for capacity improvements (which may include road widening) from Kimball Bridge Road to Medlock Bridge Road. The Georgia Department of Transportation (GDOT) has improvements underway on Kimball Bridge Road and Abbotts Bridge Road, as both roadways are being widened and ten-foot-wide sidewalks are being added along both sides.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Roundabout on Taylor Road at the entrance to Chattahoochee High School ;
- Roundabout on East Morton at the entrance to the Atlanta Chinese Christian Church North.

Staff recommends the creation of local streets through the existing parking lots of the Goodwill shopping center, the Kroger shopping center, and the Grand Pavilion shopping center – if the centers are redeveloped by private investors into neighborhood villages – to help reduce traffic problems within the shopping centers' parking lots, as drivers cut through them to avoid nearby traffic signals.

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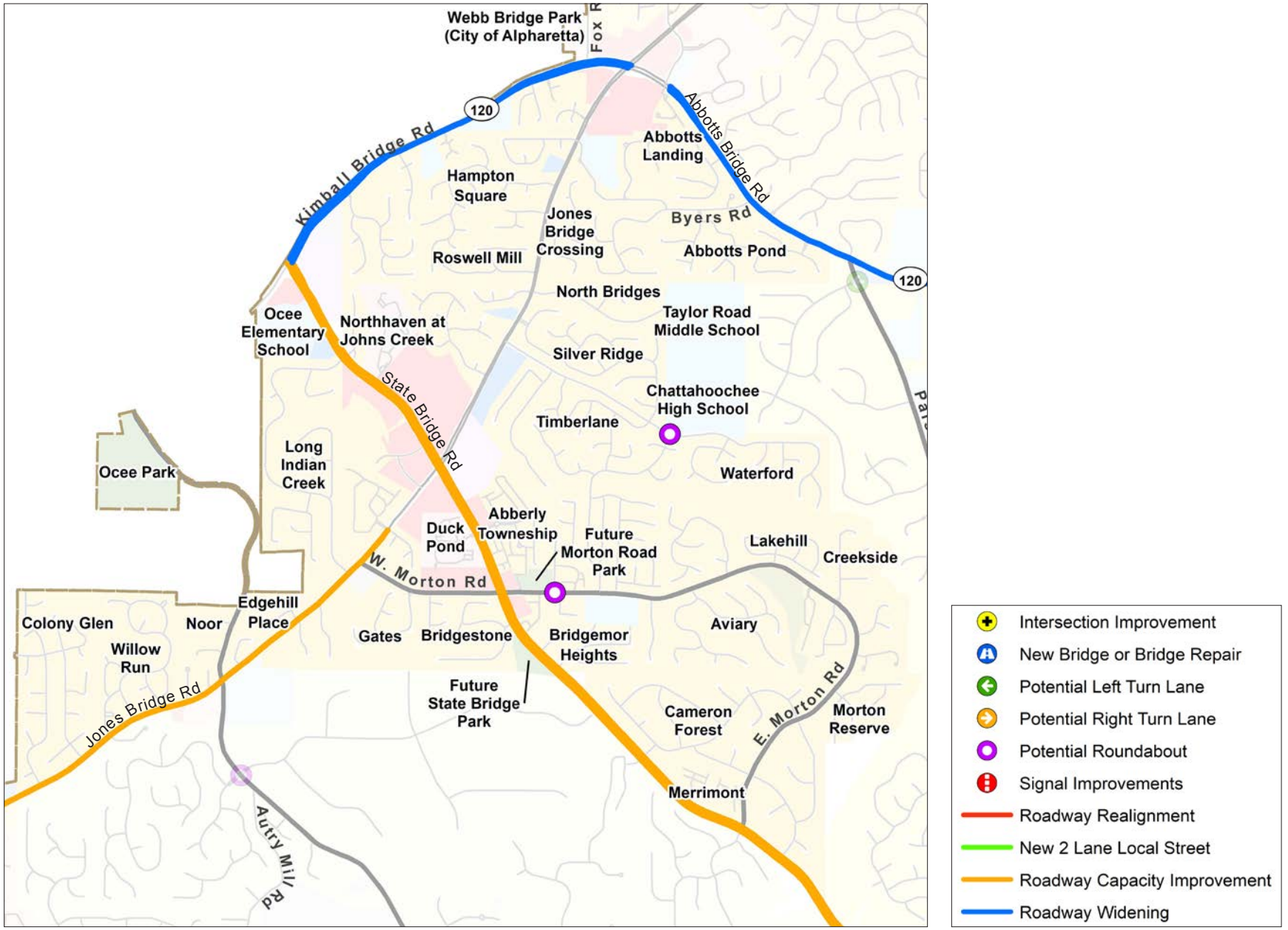


Map 52: Transportation Projects in Ocee

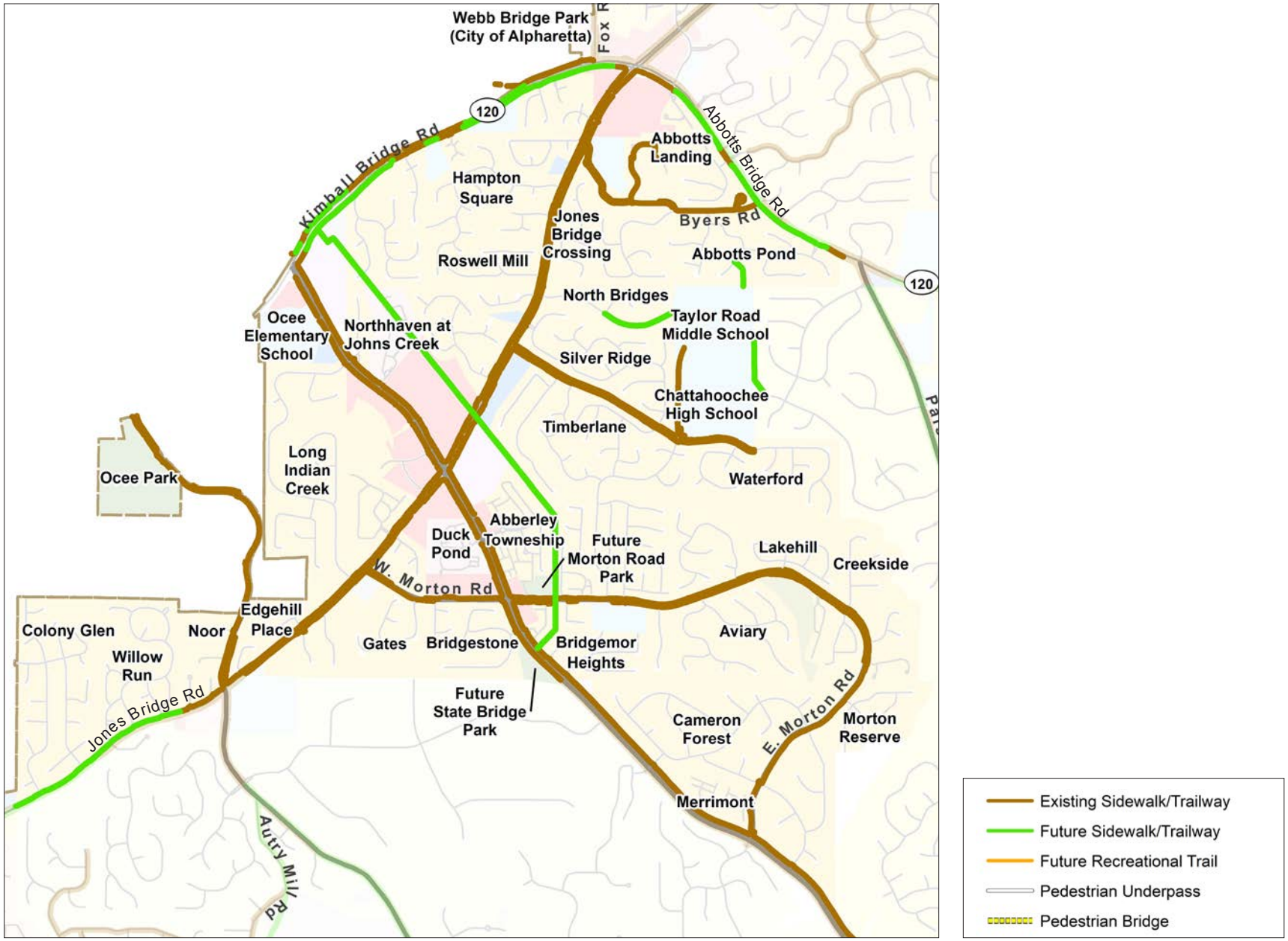
SIDEWALKS AND TRAILS PROJECTS

Sections of sidewalks and trails exist along Jones Bridge, Abbotts Bridge, State Bridge, and Morton Roads. However, in general, the Ocee Community Area lacks fully-connected sidewalks and trails to allow residents to walk/bike to neighborhood schools, shopping, and the Fulton County library.

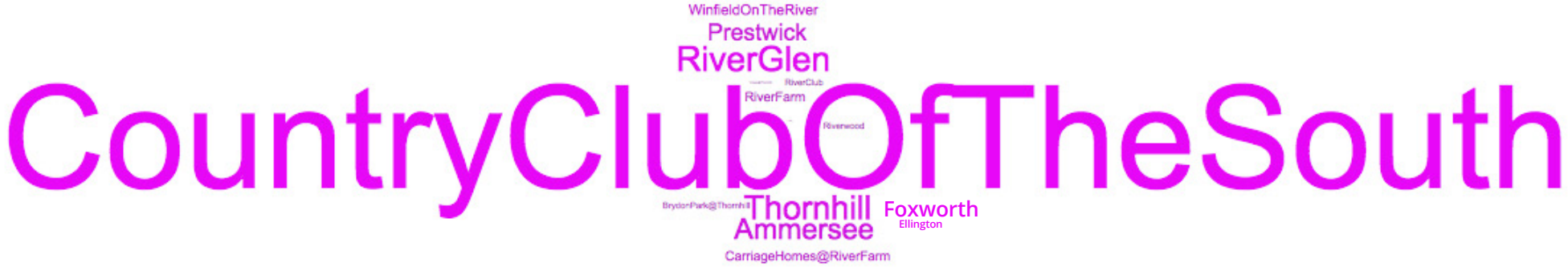
The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

Abbotts Bridge and Kimball Bridge Roads will be receiving ten-foot-wide trails through road widening projects currently funded through the Georgia Department of Transportation.

The Citizens Advisory Committee (CAC) recommends preserving the residential character of the Ocee Community by completing the missing sections of sidewalk along Jones Bridge Road. Another recommended trail is along the Georgia Power easement connecting the Grande Pavilion shopping center, the Goodwill shopping center and the two planned parks at East Morton Road and State Bridge Road to promote greater transportation options for local trips by walking, biking, and the use of electric carts.



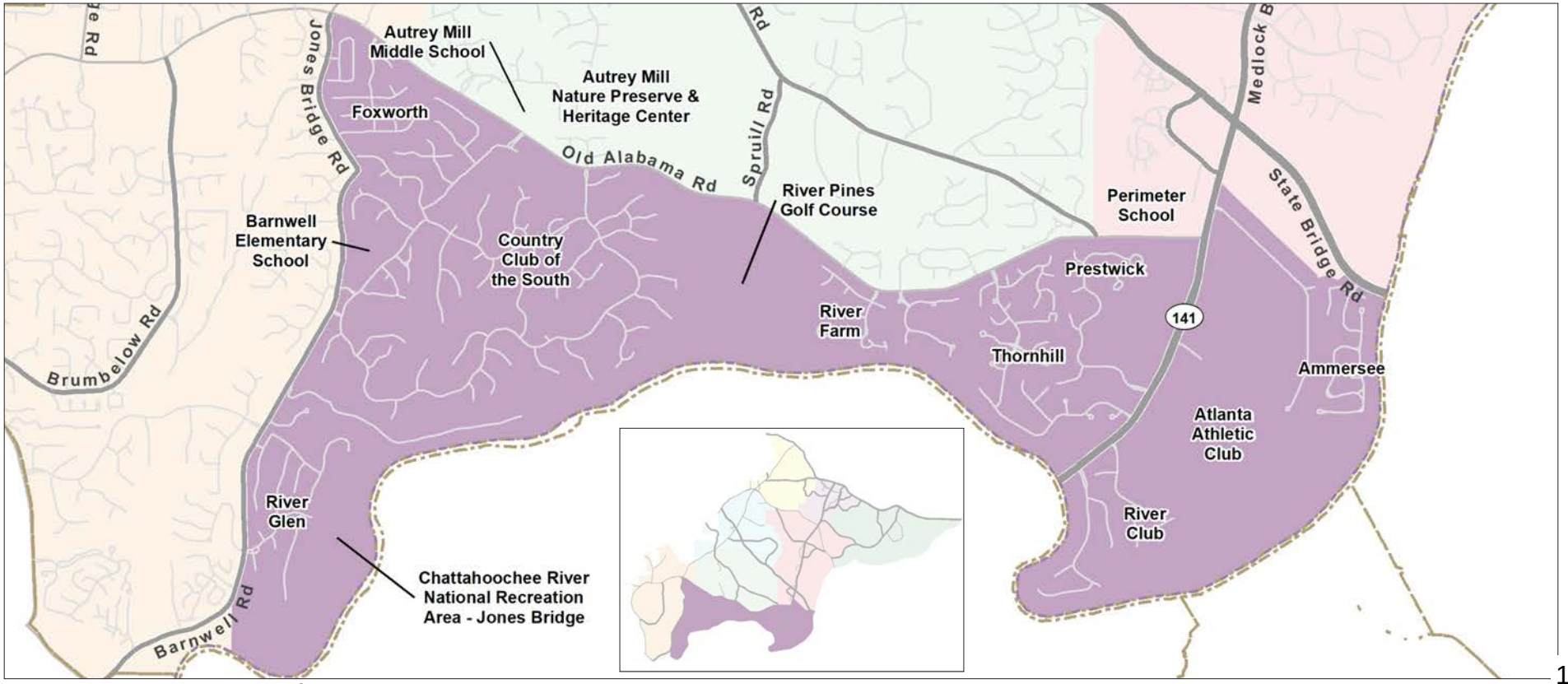
Map 53: Trail Projects in Ocee



8.0 RIVER ESTATES

Boundary

The River Estates Community Area is generally bounded to the east and south by the Chattahoochee River, to the north by Old Alabama Road, and to the west by Barnwell Road.



Map 54: River Estates Boundary

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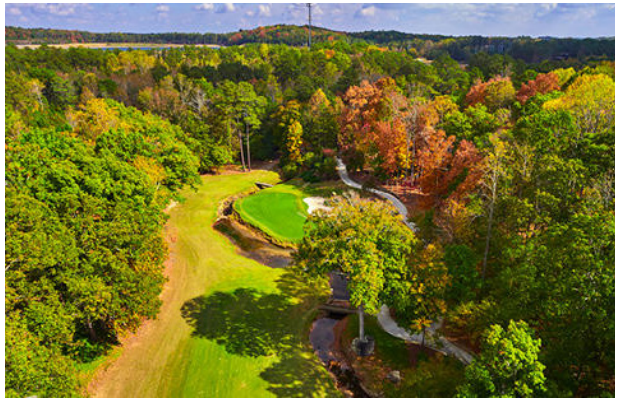
BACKGROUND



History

A Native American fishing dam still visible near the Atlanta Athletic Club is a reminder of the past when the Cherokee, and Creek before them, hunted the woodlands and waterways here. Later, the bottom land along the river was prized for farming. In the 1820s, George Waters, one of the wealthiest Cherokee farmers, had a plantation in this Community Area with a ferry connecting the U.S. to the Cherokee Territory. After the Cherokee were relocated, families like the Howells, Grahams, then Summerours, and Medlocks had large farms on the land along this section of the Chattahoochee. Farming continued in this area even as Atlanta Athletic Club members started moving northward out of Atlanta in the late 1960s – soon followed by the relocation of the club's facilities to its current site. In 1985, famous golf icon Jack Nicklaus came to Metro Atlanta to design his first golf course, and discovered the beautiful rolling farmland and forests of what is today Johns Creek. Partnering with Bob Sierra, they created the Country Club of the South, and these two clubs soon attracted premier residential subdivisions to the area as well. Today, the area is known as one of the most affluent and prestigious locations in Metro Atlanta in which to reside.

Existing Conditions

The River Estates Community Area is dominated by the Country Club of the South subdivision. Most of the residential subdivisions were developed in the 1980s and early 1990s, and are characteristic of residential subdivisions of the late 20th century, with highly landscaped entrances and curvilinear streets leading to upscale brick and stone architecturally designed homes.

There are two private golf courses (the Atlanta Athletic Club and the Country Club of the South) and one public golf course. The Atlanta Athletic Club has a strong membership base in the Thornhill, Prestwick, and River Club residential neighborhoods.

The only commercial area is Camden Village, located at the intersection of Jones Bridge Road and Old Alabama Road. This area does not have any public parks although Autrey Mill Nature Preserve is adjacent, and is home to one public school: Barnwell Elementary School.

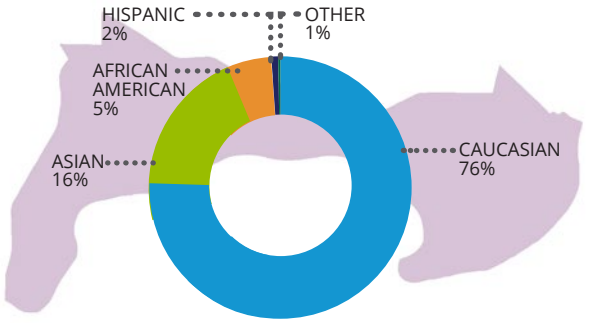
Demographics

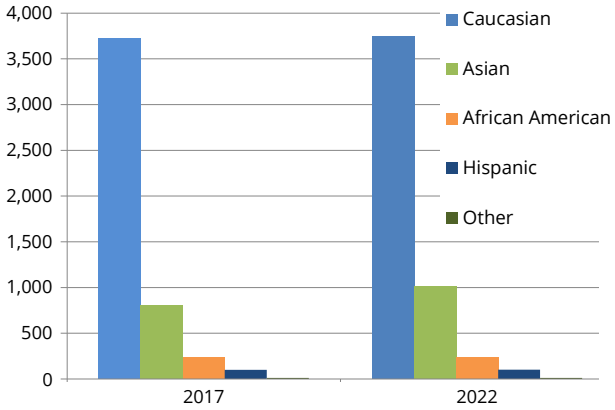
As of 2017, the River Estates Community Area is home to 4,942 residents, accounting for 5.8% of the City's population. River Estates' population saw 0.8% annual growth from 2010 to 2017, but the growth rate is expected to slow down.

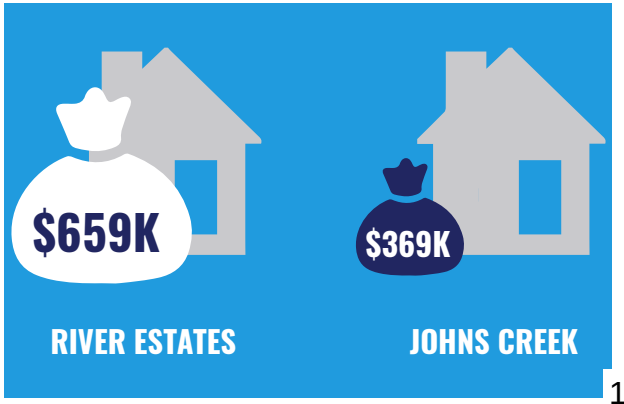
River Estates has the City's highest percentage of Baby Boomers (26.7%) and the lowest percentage of Millennials (16.6%). In the next five years, the Millennial population is expected to decline at 3.9% annually, the highest in the City.

75.5% of River Estates residents are Caucasian, the second highest percentage in the City. Their population is expected to keep growing in the next five years, but at a slower rate. Asians are the fastest growing group in River Estates, and their population is expected to grow 4.9% annually in the next five years.

68% of River Estates residents over age 25 hold a bachelor's degree or higher. The median household income is estimated to be $169,537 in 2017, the highest in the City. The median home value in River Estates is $656,854, the highest in the City.







LAND USE

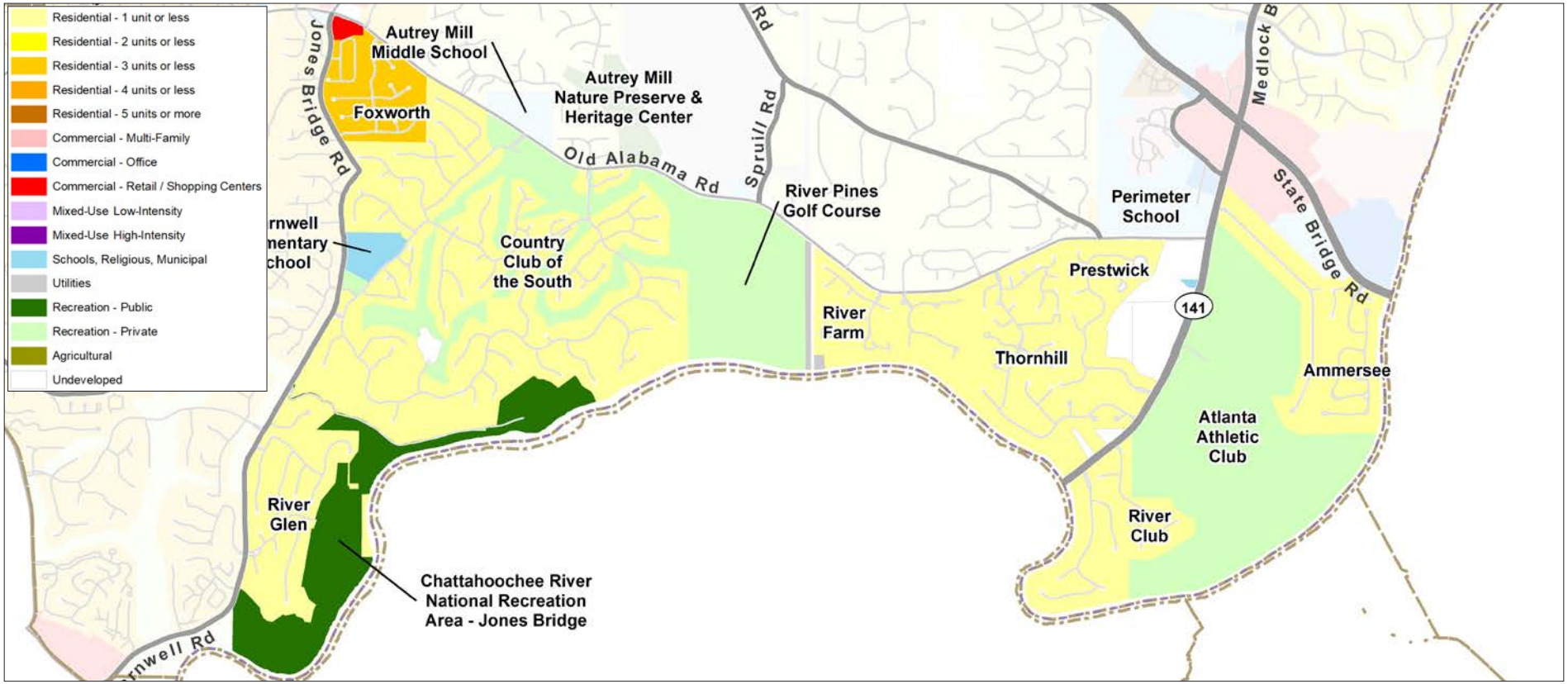
Current Land Use

Single-family residential is the most prominent land use in River Estates, at 56.9% of total land.

Recreational uses account for 38.6% of total land, with the majority dedicated to golfing facilities.

The only commercial area is Camden Village, located at the intersection of Jones Bridge Road and Old Alabama Road. It only accounts for 0.2% of total land.

Currently, there are 87.2 acres of undeveloped land (3.3%) in this area.



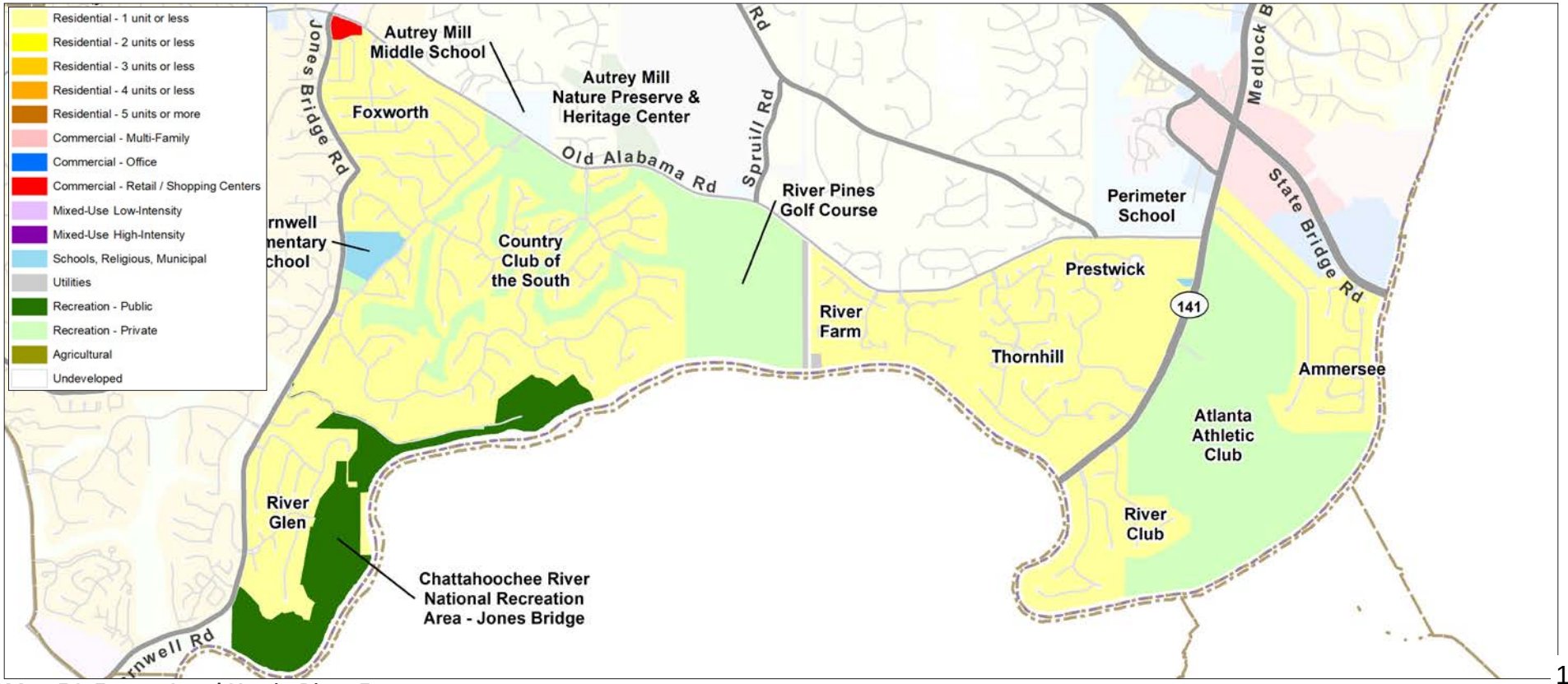
Map 55: Current Land Use in River Estates

Future Land Use

Apart from residential density reduction, 97.8% of future land use in River Estates will match current land use. A detailed build-out analysis is available on Page 127.

Table 14: Land Use Change in River Estates (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	1,486.2	1,577.5	91.3
Residential - 3 units or less	79.6	0	-79.6
Commercial - Retail/Shopping Centers	5.5	5.5	0
Schools, Religious, Municipal	22.3	22.3	0
Utilities	8.6	8.6	0
Recreation - Public	188.3	188.3	0
Recreation - Private	820.3	820.3	0
Undeveloped	87.2	0	-87.2



Map 56: Future Land Use in River Estates

VISION

The vision for the River Estates Community Area is to remain a premier residential community by enhancing the quality of public infrastructure and roadways, and by completing sidewalks and trails that will connect pedestrians to the area's schools, library, and the Autrey Mill Nature Preserve and Heritage Center.

The River Estates Community Area has one small commercial area located within its boundaries; however, sidewalks and trails should connect its residents to shopping located in the adjoining Newtown and Medlock Community Areas.

New infill housing developments should be limited to single-family detached homes at one unit/acre and up to three stories in height. Conservation subdivision zoning should be encouraged to preserve agricultural lands by requiring 50 to 75 percent of the land be placed in a conservation land trust, while developing the balance of land in a sustainable and environmentally friendly manner.

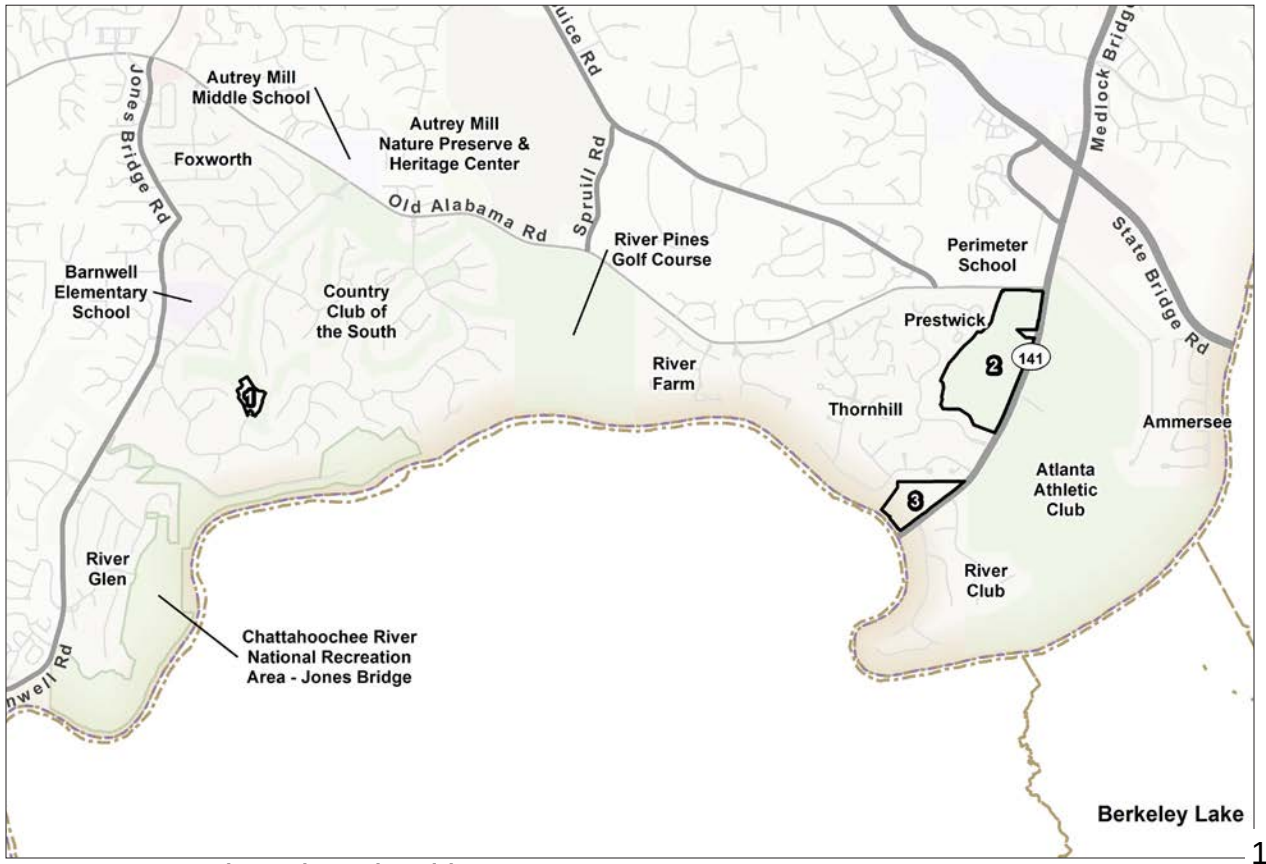
The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07).

The build-out analysis shows that the River Estates Community Area has the capacity for 97 additional residential units.

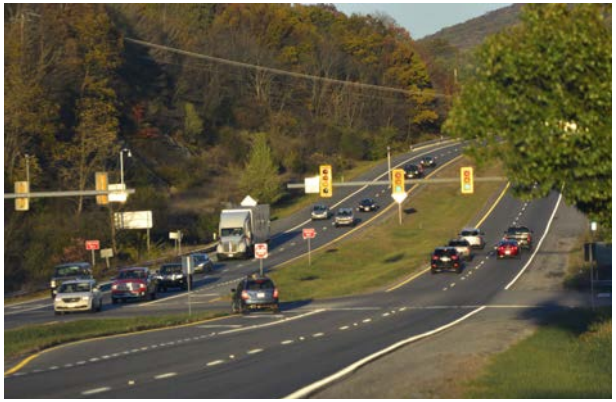
Table 15: Residential Build-out Analysis in River Estates

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	5.82	1	5	0	5	16
2	77.06	1	77	0	77	237
3	19.83	1	19	4	15	47
Total	**102.71**				**97**	**300**



Map 57: Potential Residential Build-out in River Estates

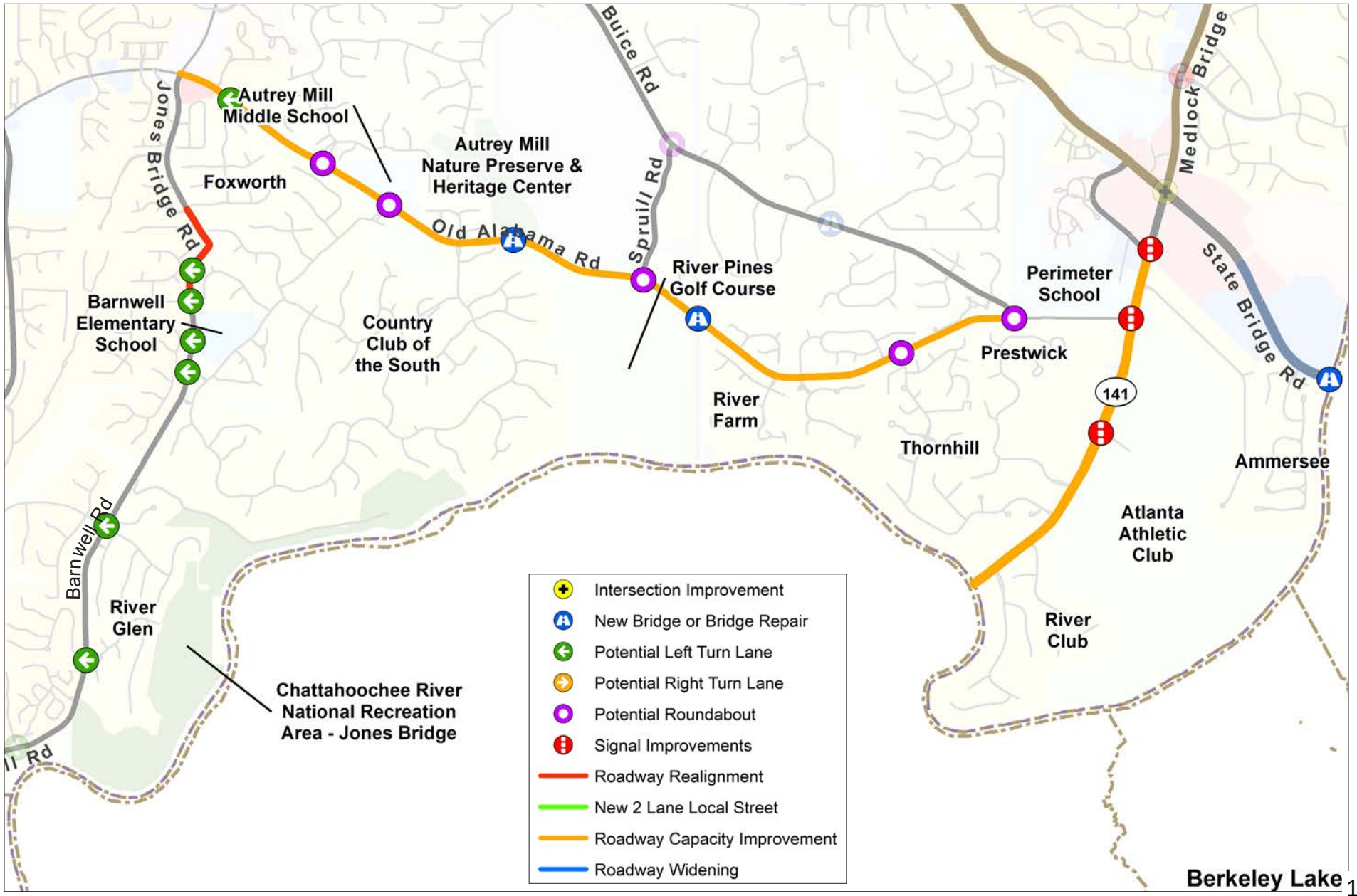
TRANSPORTATION PROJECTS



The River Estates Community Area's east-west transportation route is Old Alabama Road. Over the past ten years, the City has experienced increased traffic along all of its east-west arterials, including Old Alabama Road. Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, Old Alabama Road has been identified for capacity improvements (which may include road widening) from Jones Bridge Road to Medlock Bridge Road and for bridge repair/replacement work over Sal's Creek and Johns Creek, both located on Old Alabama Road.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Reduce the sharp turn in the roadway as Barnwell Road turns into Jones Bridge Road, north of Barnwell Elementary School;
- Roundabout on Old Alabama Road at the entrance to the Falls of Autry Mill;
- Roundabout on Old Alabama Road at the entrance to Autrey Mill Middle School;
- Roundabout at Old Alabama and Spruill Roads;
- Roundabout on Old Alabama Road at the entrance to the Thornhill subdivision;
- Roundabout at Old Alabama and Buice Roads;
- Left-turn lanes on Old Alabama Road at Foxworth Drive;
- Left-turn lanes on Barnwell Road at Jacobean Entry, Aubusson Entry, Barnwell Elementary School, Peak Drive, Rivermont Parkway, and Fairway Ridge Drive.



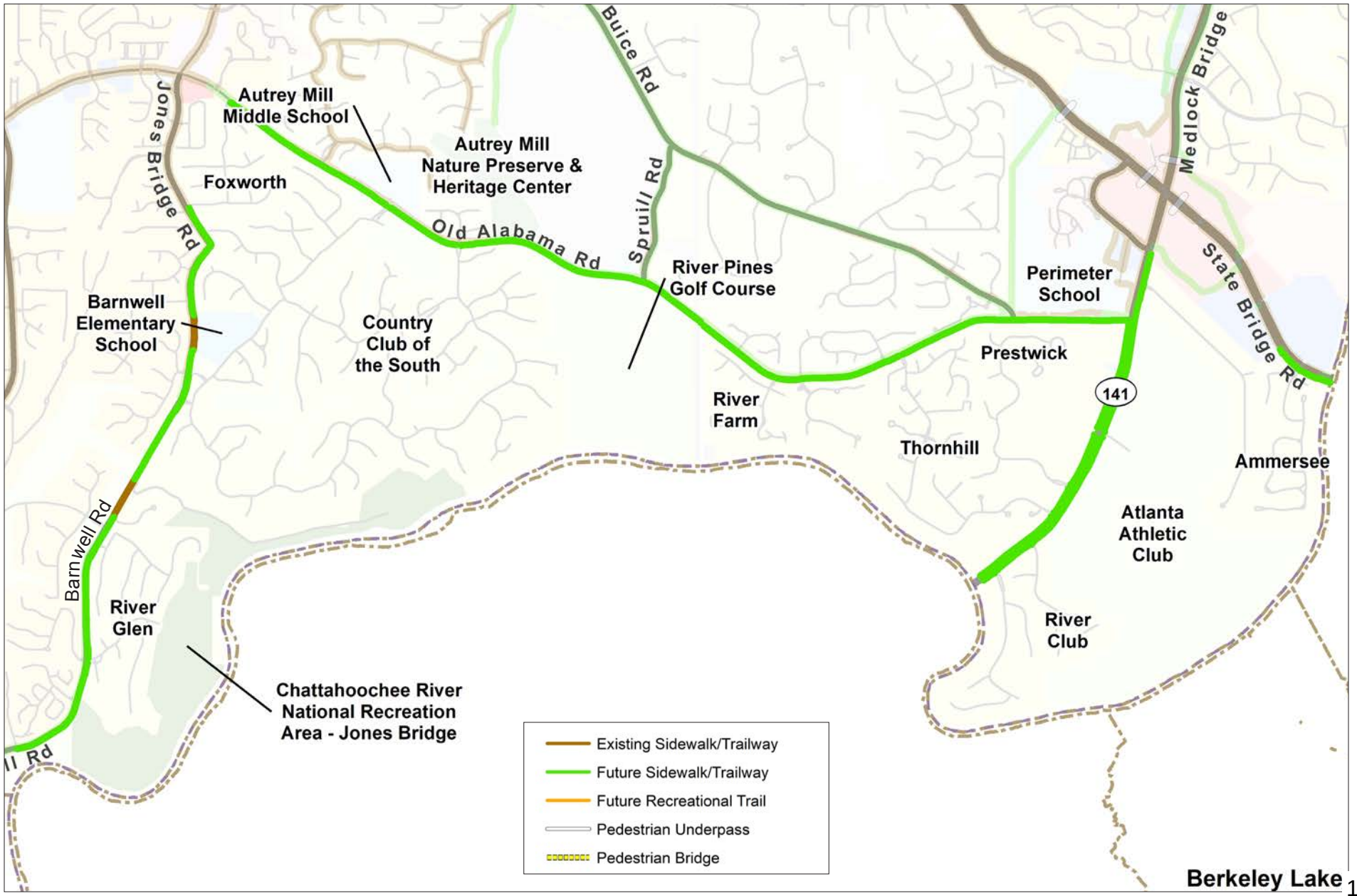
Map 58: Transportation Projects in River Estates

SIDEWALKS AND TRAILS PROJECTS

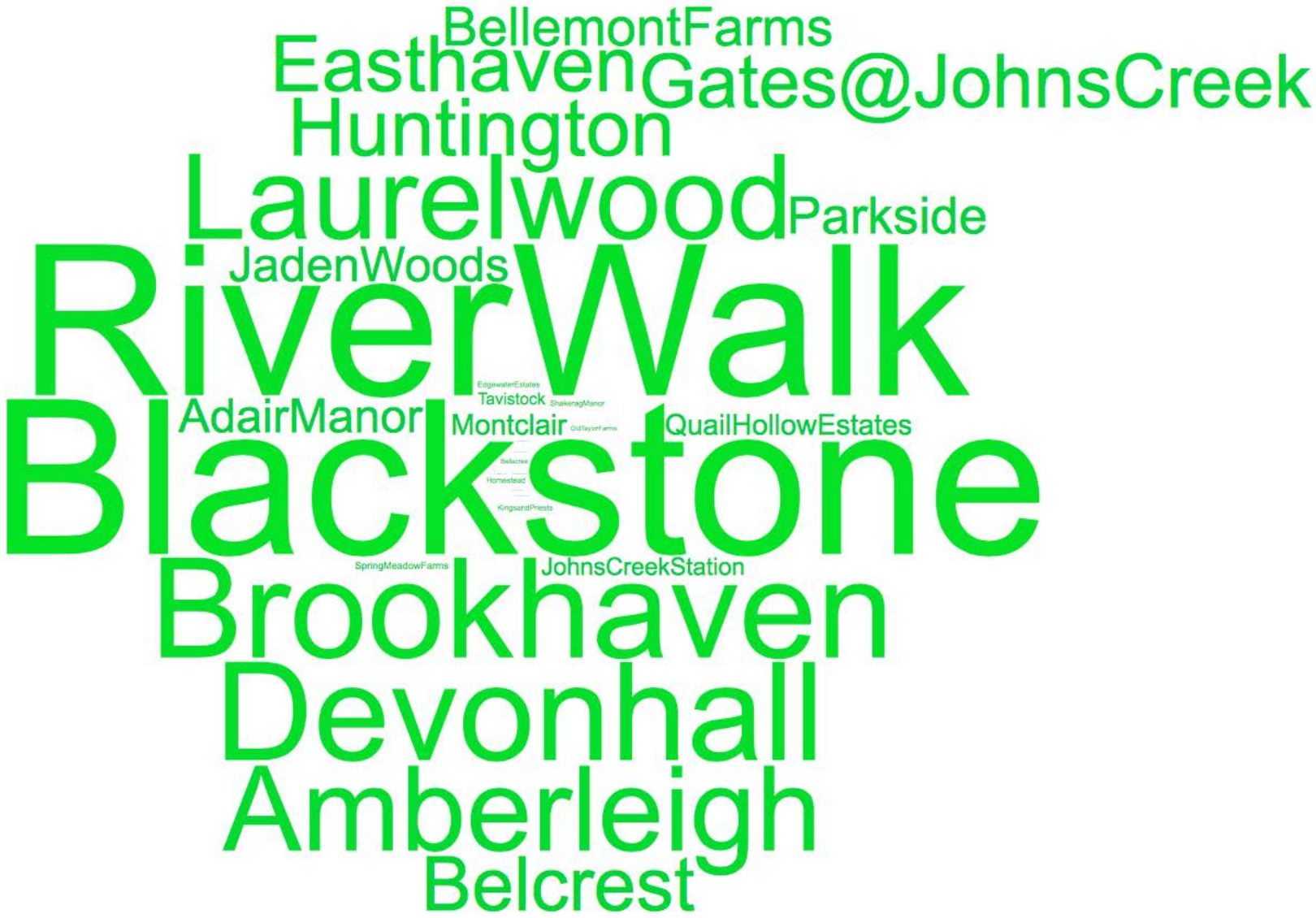
Sidewalks and trails currently exist along sections of Medlock Bridge, Jones Bridge, Barnwell, and Old Alabama Roads, but in general, the River Estates Community Area lacks fully-connected sidewalks and trails on any of its roads that would allow residents to walk to neighborhood schools, shopping, and religious institutions.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends preserving the residential character of the River Estates Community by completing missing sections of sidewalks and trails along Old Alabama, Jones Bridge, Barnwell and Medlock Bridge Roads to promote greater transportation options for local trips by walking, biking, and the use of electric carts.



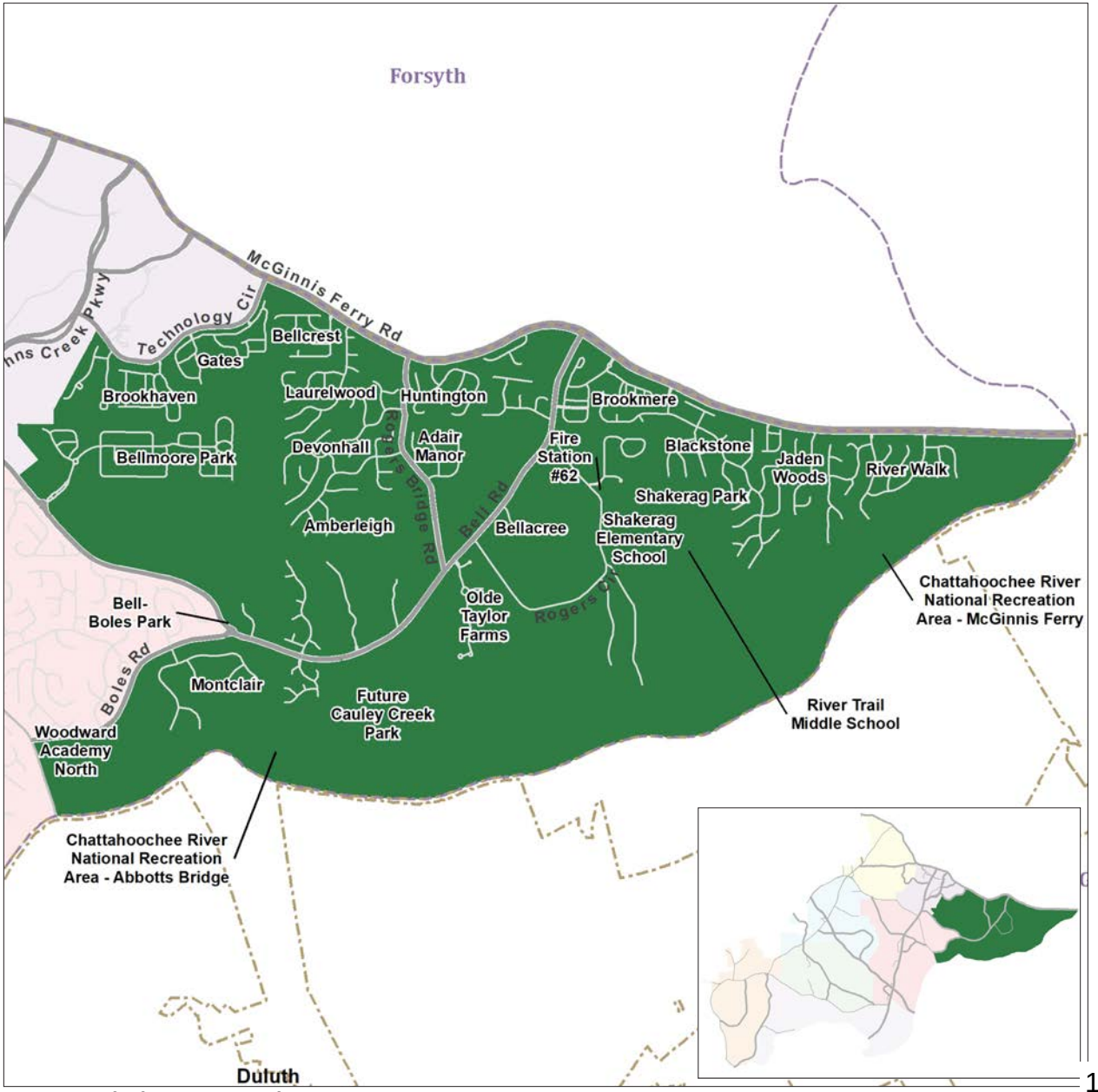
Map 59: Trail Projects in River Estates


BellemontFarms
Easthaven
Gates@JohnsCreek
Huntington
Laurelwood
Parkside
JadenWoods
RiverWalk
EdgewaterEstates
Tavistock
ShakeragManor
AdairManor
Montclair
OldTaylorFarms
QuailHollowEstates
Bellacrest
Homestead
KingsandPriests
Blackstone
SpringMeadowFarms
JohnsCreekStation
Brookhaven
Devonhall
Amberleigh
Belcrest

9.0

Boundary

Shakerag is bounded to the north by Forsyth County, to the east by the Chattahoochee River, to the south by Bell and Boles Roads, and to the west by Tech Park.



Map 60: Shakerag Boundary

BACKGROUND

History

The Shakerag Community Area has some of the city's richest history and the largest number of historic properties. A Native American town site (Suwanee Old Town) and mounds appear on early maps of the area. When an 1818 treaty moved the border of the Cherokee Nation to this section of river, "Indian Countrymen" owning ferries, businesses, and large farms populated the area. Perhaps the best known is John Rogers, whose sons played key roles advocating for Cherokee land rights, negotiating treaty terms, and oversaw the New Echota treaty settlement. John's home and that of his son William Rogers still stand in Shakerag. About two miles west of the McGinnis/Collins ferry, along an old route used by traders and settlers, was the settlement of Sheltonville, later given the nicknamed "Shakerag". The discovery of a gold nugget in the 1840s, led to several mines dug and an influx of prospectors panning Cauley Creek and other area streams for gold. Sheltonville grew with the activity boasting several stores, churches, a cotton gin, grist mill, blacksmith shop, and an abundance of saloons. In 1864, Shakerag was the site of a brief Civil War skirmish. Otherwise, it remained a rural farming community with many residents descendants of the original settlers. A 1962 booklet published by the Sheltonville-Shakerag Community Club ends with a note of pride in Shakerag having two paved roads and hopes for future growth.

Existing Conditions

While one of the earliest areas in Metro Atlanta to develop, it is the last area within the City of Johns Creek to feel the pressures of development. The Shakerag area currently consists of wooded country roads and pastoral fields adjacent to large- and small- scale residential subdivisions. This area currently has no retail shopping center, but new commercial development is encroaching into the area at the intersection of Bell and McGinnis Ferry Roads. As residential subdivisions continue to be developed in adjacent Forsyth County, the area will receive more through traffic along Bell Road as commuters look for the fastest way to go to work.

The Community Area is served by Fire Station #62. It is also home to two public schools: Shakerag Elementary and River Trail Middle School. Woodward Academy, a regional private school, is also located in Shakerag. Shakerag Park is situated off of Rogers Circle, and adjoins undeveloped land owned by the National Park Service.

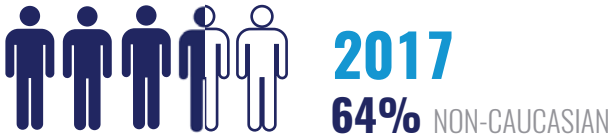
Demographics

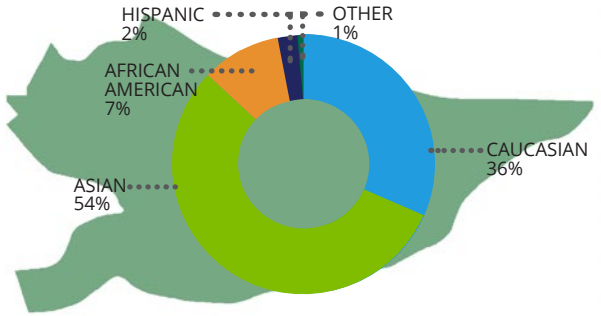
As of 2017, the Shakerag Community Area is home to 7,656 residents, accounting for 9% of the City's population. Shakerag's population saw 2.6% annual growth from 2010 to 2017, the second highest in the City, and the growth rate is expected to keep up in the next five years.

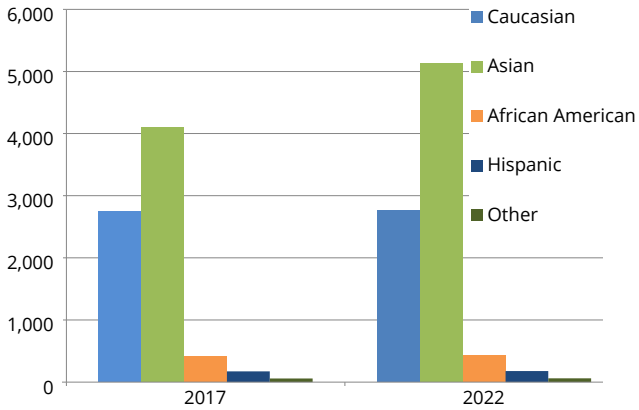
The percentage of Baby Boomers (14.4%) is slightly lower than that of the City overall, and their population is not expected to grow in the next five years. The Millennial population in Shakerag dropped from 1,650 to 1,569 from 2010 to 2017, but is expected to grow slightly by 0.83% in the next five years.

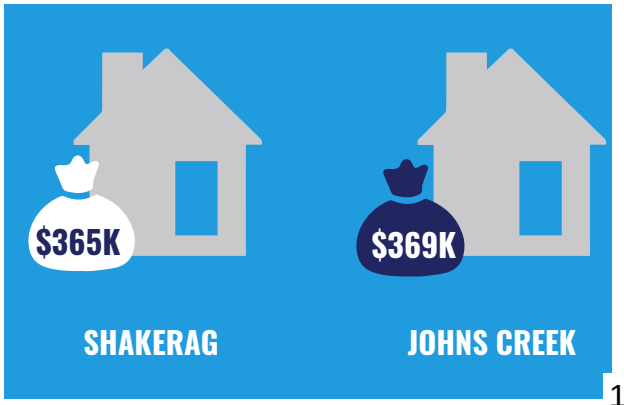
35.8% of Shakerag residents are Caucasian, the lowest percentage in the City. 53.5% of Shakerag residents are Asian, and they are also the fastest growing group. The Asian population is expected to continue to grow by 25% in the next five years.

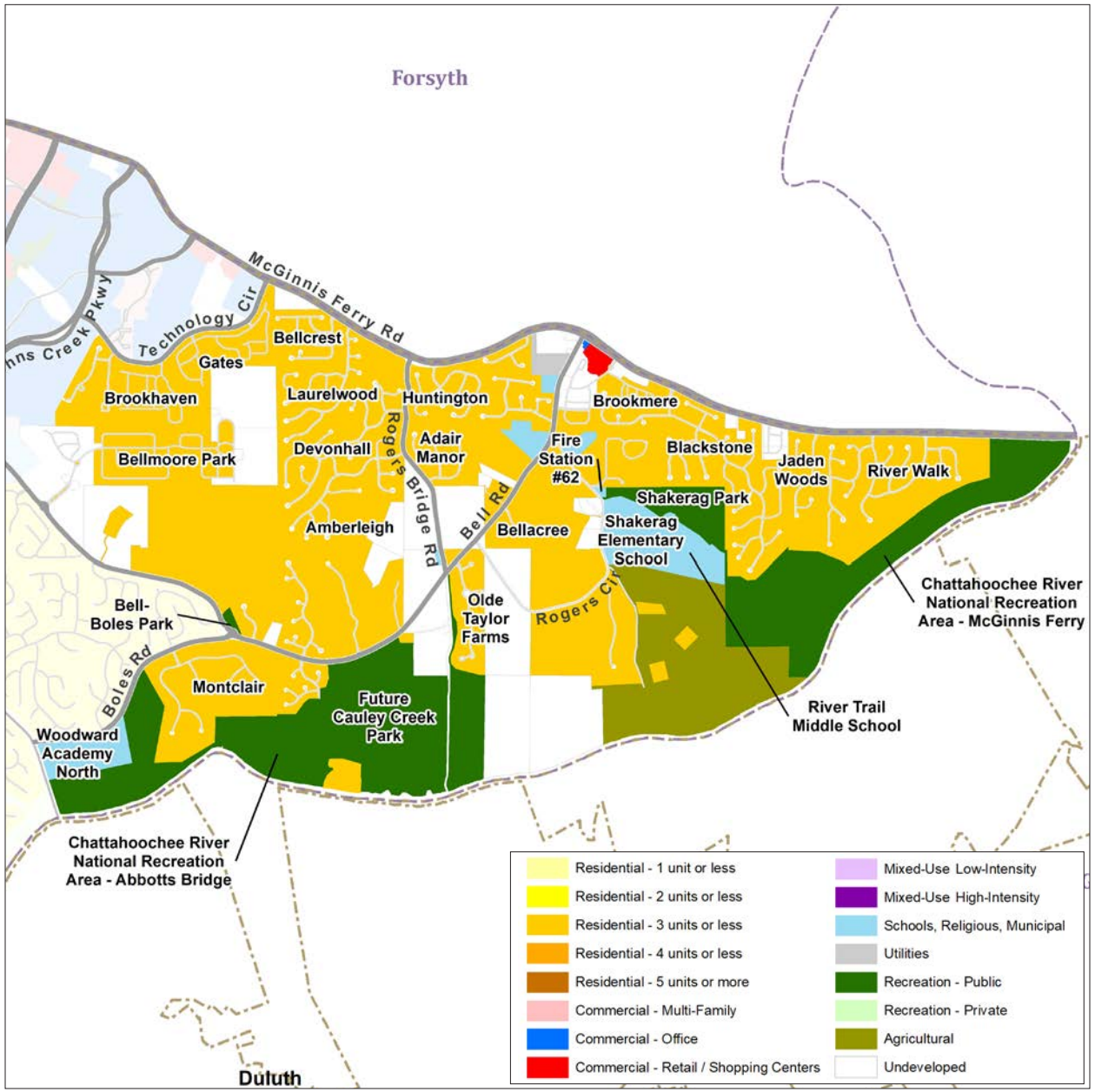
Shakerag residents have a higher education level than the City overall. Both the median household income ($122,770) and the median home value ($364,857) are similar to the City as a whole ($113,383 and $368,725, respectively).











Map 61: Current Land Use in Shakerag

Current Land Use

Single-family residential is the most prominent land use in Shakerag, at 53.5% of total land.

Currently, there is no Commercial Multi-Family in this area.

Recreational and agricultural uses consume 18.6% and 6.5% of the land, respectively. Schools, Religious, and Municipal uses make up 3.9% of the land.

Currently, there are 516.3 acres of undeveloped land (17%) in this area.

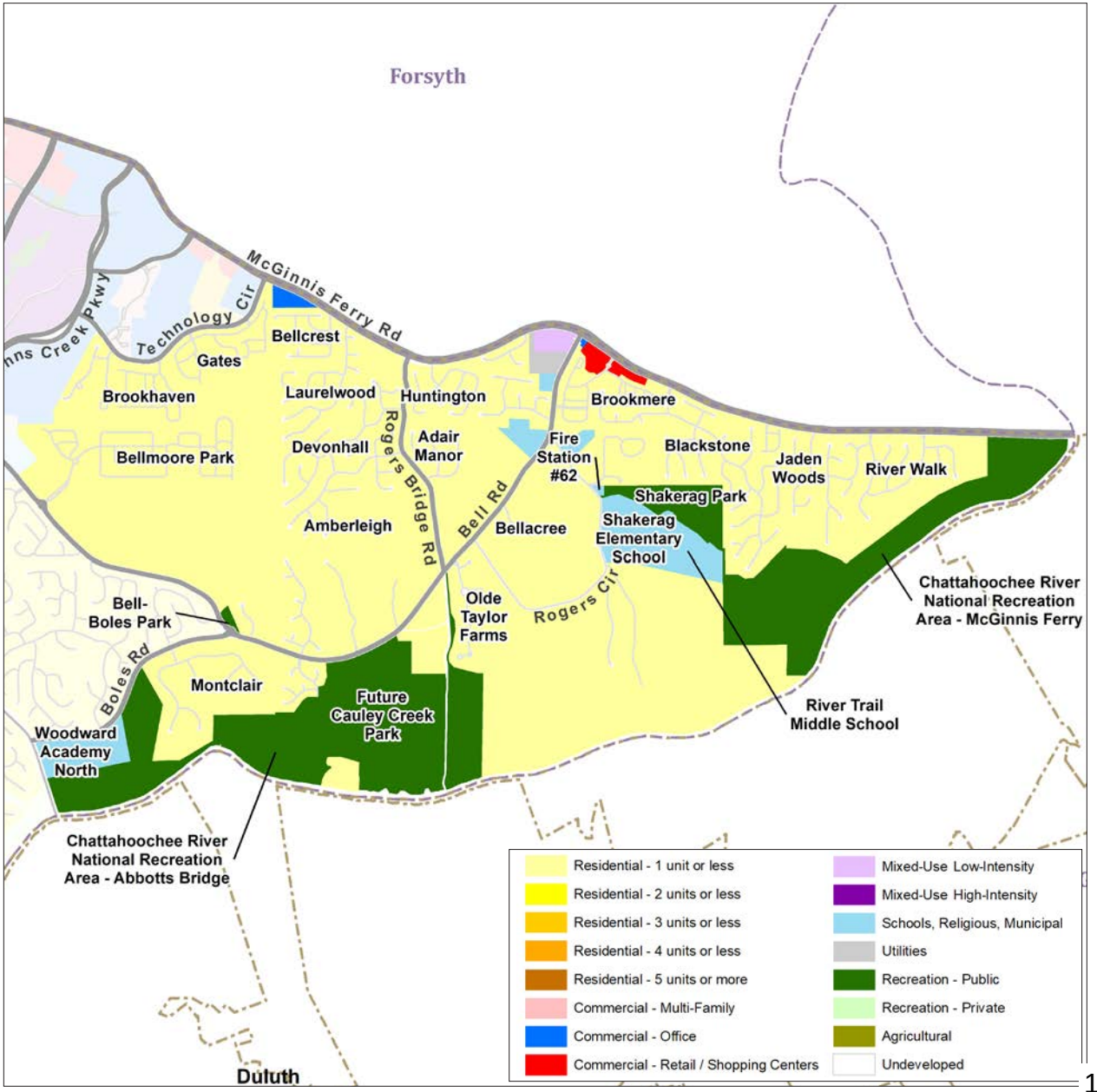
Future Land Use

Apart from residential density reduction, 76.5% of future land use in Shakerag will match current land use. The majority of land use changes will be to convert undeveloped and agricultural land to residential.

A detailed build-out analysis is available on Pages 140-141.

Table 16: Land Use Change in Shakerag (Acres)

Land Use Type	Current	Future	Change
Residential - 1 unit or less	0	2,320.2	2,320.2
Residential - 3 units or less	1,624.9	0	-1,624.9
Commercial - Office	0.5	7.2	6.7
Commercial - Retail/Shopping Centers	6.0	9.8	3.8
Mixed-Use Low-Intensity	0	9.2	9.2
Schools, Religious, Municipal	117.9	117.1	-0.8
Utilities	8.8	8.8	0
Recreation - Public	565.7	565.7	0
Agricultural	197.9	0	-197.9
Undeveloped	516.3	0	-516.3



Map 62: Future Land Use in Shakerag

VISION

The Shakerag Community Area will remain a premier residential community by maintaining its rural nature, developing two City parks (Cauley Creek and Bell/Boles), and constructing both a new pedestrian bridge over the Chattahoochee River that will connect to Gwinnett County's park system, and a new recreational trail along the Chattahoochee River between McGinnis Ferry and Abbotts Bridge Roads. Also envisioned is the completion of sidewalks and trails along Bell, Rogers Bridge, Rogers Circle, and Boles Roads that will connect pedestrians to their community's schools, parks, and local shopping along Medlock Bridge and McGinnis Ferry Roads.

Commercial and mixed-use development will be limited to the western corner of the McGinnis Ferry and Bell Roads intersection, with low-intensity mixed-use development limited to eight residential units/acre and no more than three stories in height.

New infill housing developments will be limited to single-family detached homes at one residential unit/acre and up to three stories in height. Conservation subdivision zoning should be encouraged to preserve agricultural lands by requiring 50 to 75 percent of the land be placed in a conservation land trust, while developing the balance of land in a sustainable and environmentally-friendly manner.

Preservation of the community's historic properties and/or buildings should be encouraged through adoption of a Historic Preservation Ordinance that requires any land development to incorporate the reuse and preservation of the historic property.

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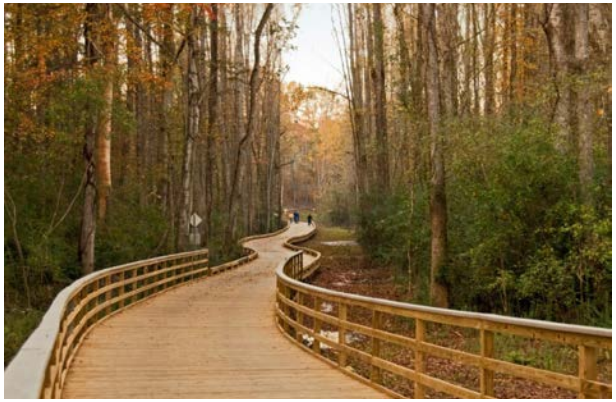

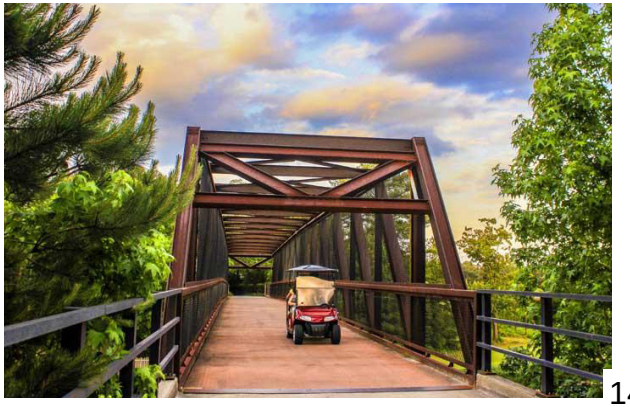

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BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The build-out analysis shows that the Shakerag Community Area has the capacity for 1,204 additional residential units, although full build-out is unlikely to occur in the next 10 years, if ever.

Table 17: Residential Build-out Analysis in Shakerag

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	12.36	1	12	2	10	31
2	9.21	8	73	0	73	28
3	36.56	N/A	73	0	73	225
4	2.72	1	2	0	2	7
5	8.43	N/A	24	0	24	74
6	60.32	N/A	206	0	206	633
7	93.9	N/A	160	0	160	492
8	192.82	N/A	192	16	176	541
9	2.98	1	2	0	2	7
10	76.52	1	76	2	74	228
11	30.06	1	30	1	29	90
12	11.45	1	11	0	11	34
13	2.07	1	2	0	2	7
14	16.09	1	16	0	16	50
15	9.61	N/A	5	0	5	16
16	344.97	1	344	3	341	1047
Total	**910.07**				**1,204**	**3,707**

Commercial Build-out Analysis

The western corner of the McGinnis Ferry and Bell Roads intersection is currently vacant land, and it is envisioned that some residential, office, and restaurant uses may be desirable at this location. The site should be developed as a cohesive community, with open public space available for residents of the area to gather. Pedestrian walkways should be incorporated into the development to connect to the nearby residential subdivisions.

New retail, offices, and restaurants are currently under construction in the Brookmere mixed-use community, along McGinnis Ferry Road and the eastern side of Bell Road.

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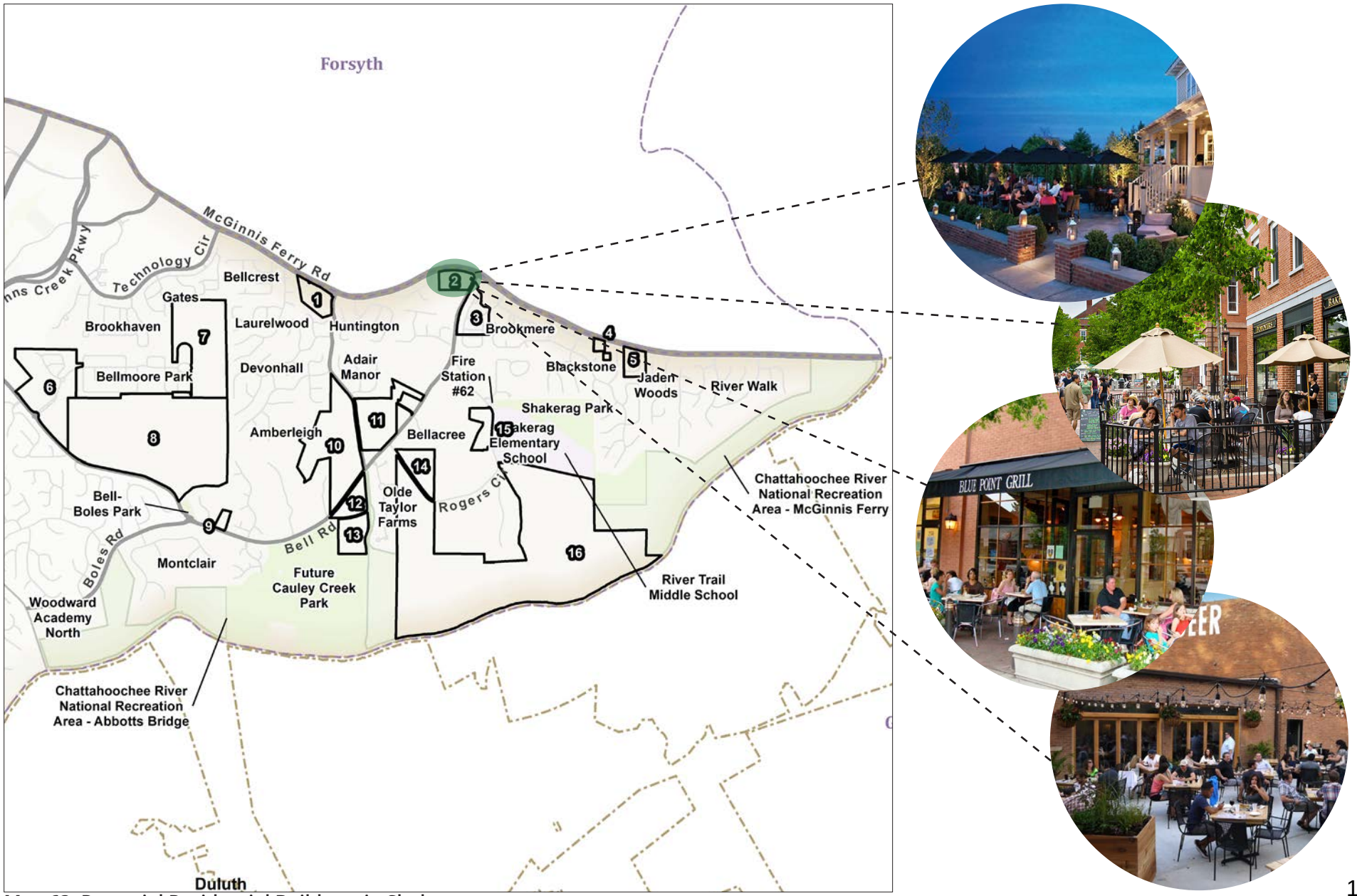

Map 63: Potential Residential Build-out in Shakerag

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TRANSPORTATION PROJECTS

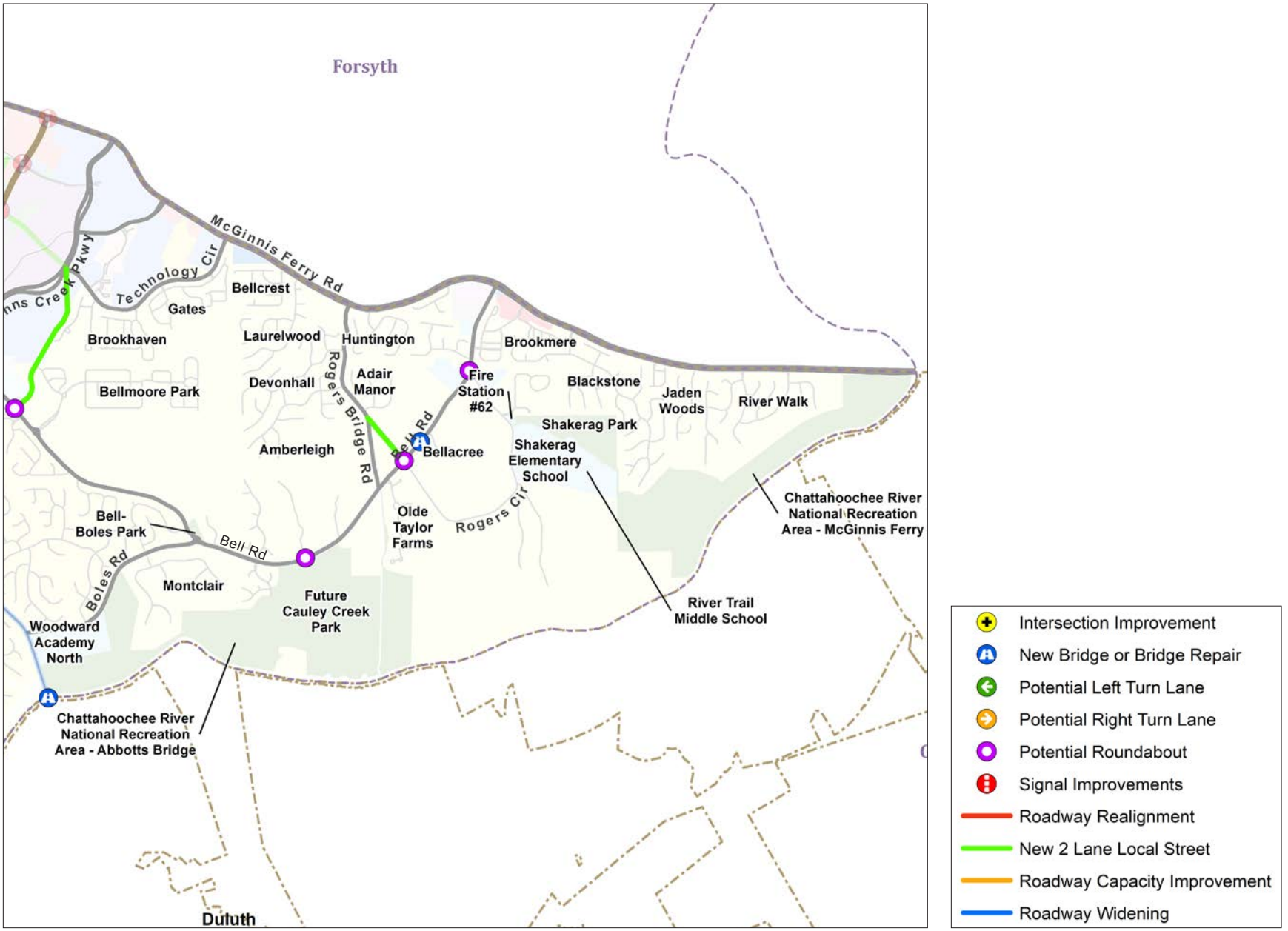
The Shakerag Community Area faces the greatest transportation challenges due to future development of Cauley Creek Park, the development of farmland in Shakerag into residential subdivisions, and new large-scale residential subdivisions being developed in southern Forsyth County.

A transportation study was initiated in 2017 to study the impacts of new residential development and the new park, while maintaining the rural nature of the existing roads. The City is also working with Gwinnett County to build a new pedestrian trail bridge where the remains of Rogers Bridge currently exist, thus connecting the City's trails and parks with Gwinnett County's trails and parks. One bridge improvement/replacement project was identified on Bell Road over Chattahoochee River.

The Citizens Advisory Committee (CAC) suggests feasibility studies for the following transportation projects:

- Realign Rogers Bridge Road to connect with the southern intersection of Rogers Circle to improve traffic safety;
- Roundabout on Bell Road at the entrance to the Bell Connector Road;
- Roundabout on Bell Road at the entrance to the new Cauley Creek Park;
- Roundabouts on Bell Road at the intersection with Rogers Circle at both north and south intersections.

Staff recommends eliminating curb and gutter requirements on all existing two-lane roadways, to maintain the rural nature of the community and to reduce the volume of stormwater runoff into the City's stormwater drainage system.



Map 64: Transportation Projects in Shakerag

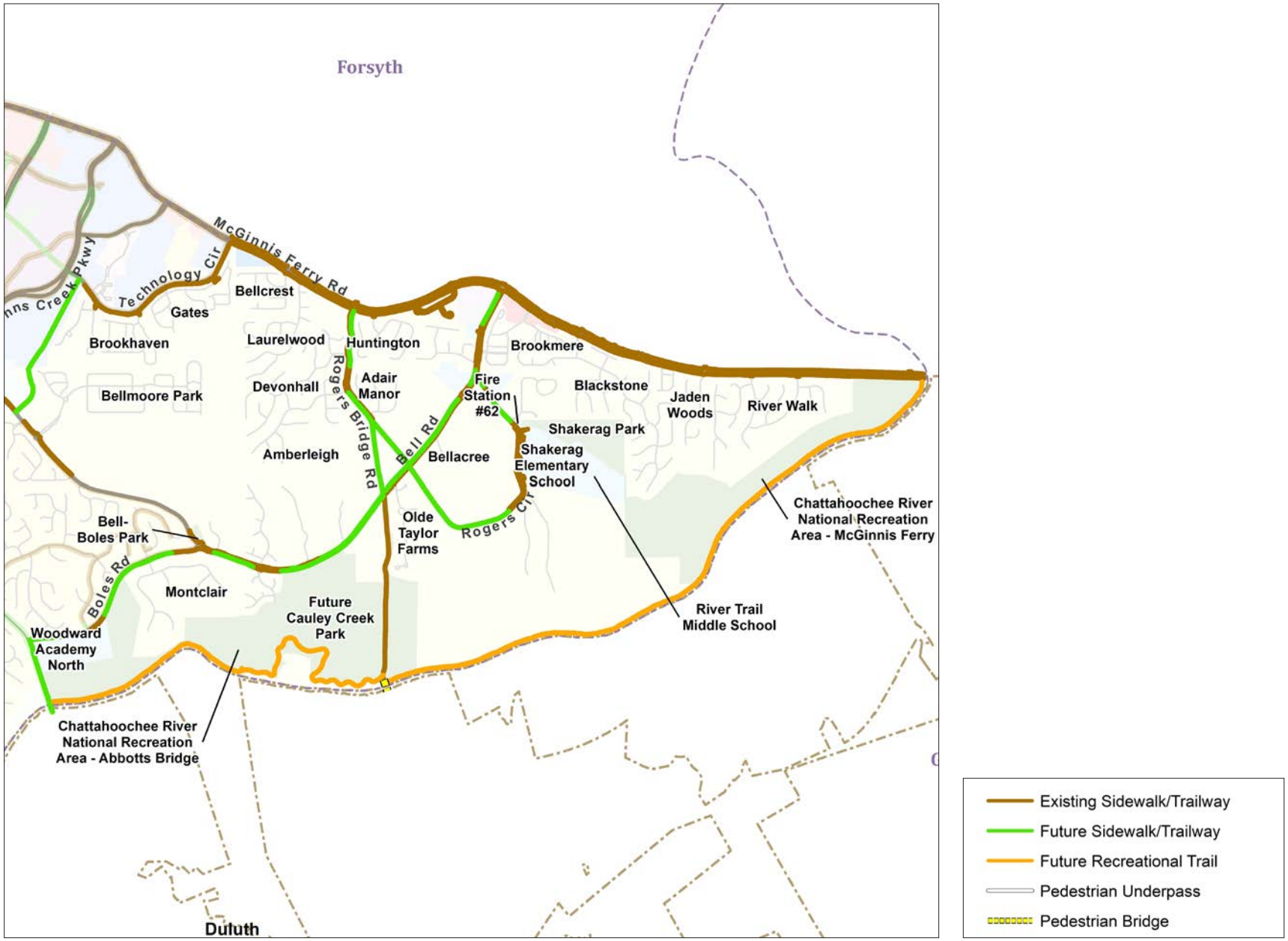
SIDEWALKS AND TRAILS PROJECTS

Sidewalks and trails exist along McGinnis Ferry Road and sections of Bell, Boles, Rogers Circle, and Rogers Bridge Roads. It is recommended that the City take a more proactive stance on sidewalks and trails by funding and installing the missing sections of sidewalks and trails in Shakerag over the next ten years, so that the existing sidewalk and trail sections are more usable.

The City's current policy regarding the development of sidewalks and trails is to install them when major roadway improvements are done or to require their installation when new residential development is approved. Most sidewalks and trails in the City are located at the back of the roadway curb and provide limited safety to pedestrians. New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55 mile/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends preserving the rural and residential character of the Shakerag Community by completing missing sections of sidewalks and trails along Bell, Rogers Circle and Rogers Bridge Roads to promote greater transportation options for local trips by walking, biking, and the use of electric carts.

The City is also working on a long-term plan to develop a recreational trail along the Chattahoochee River, from Abbotts Bridge Road to McGinnis Ferry Road, through the three National Park Service parks that exist in Shakerag, and via conservation and trail easements through existing privately-held properties.

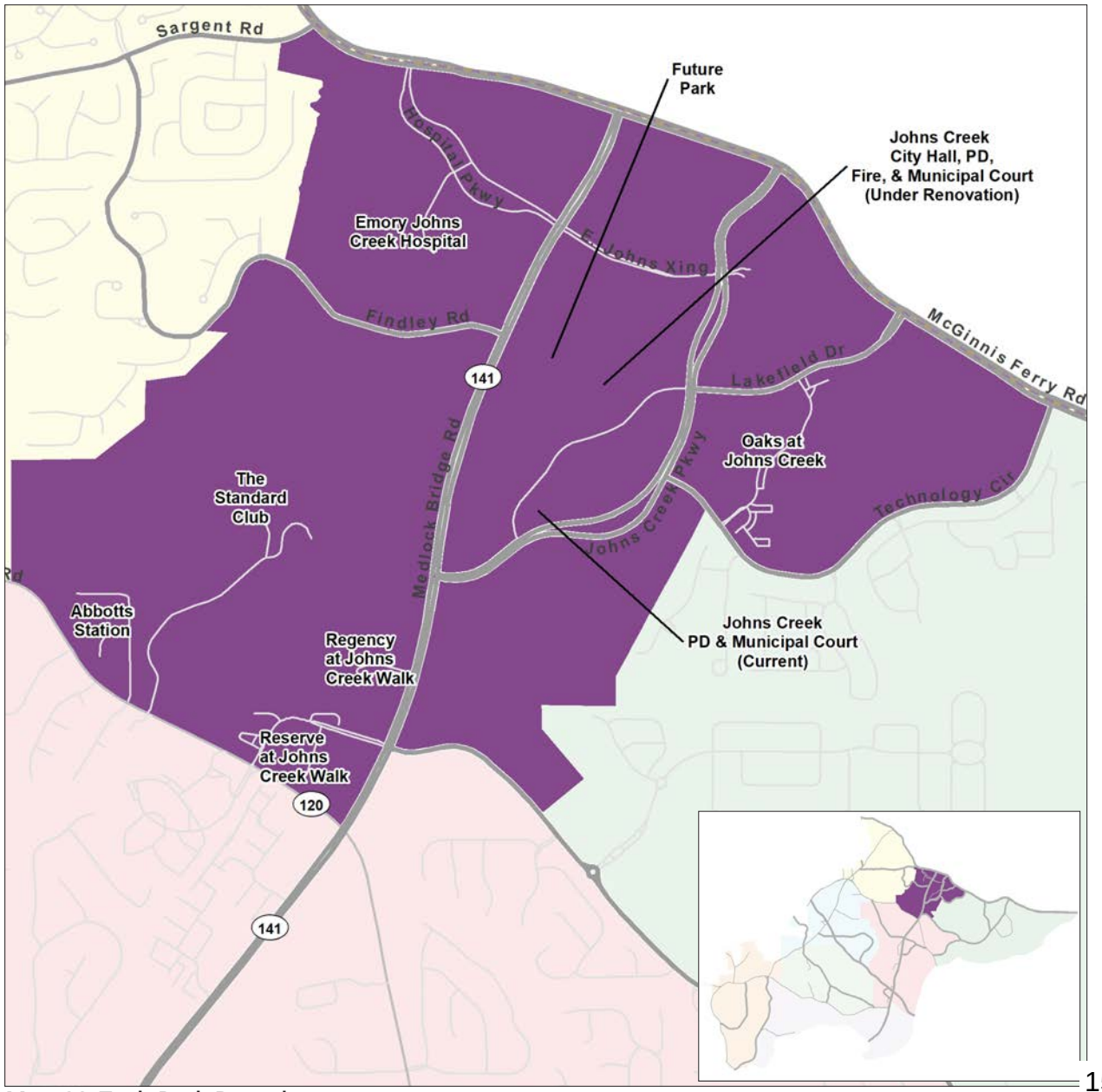


Map 65: Trail Projects in Shakerag

AbbottsStation
Reserve@JohnsCreekWalk
Oaks@JohnsCreek
Regency@JohnsCreekWalk
Residences@JohnsCreekWalk

Boundary

Technology Park is located in the central and northernmost section of the City. It is bounded to the north by Forsyth County, to the west by Johns Creek, to the south by Abbotts Bridge and Bell Roads, and to the east by the Shakerag Community Area.



Map 66: Tech Park Boundary

BACKGROUND

History

The area now known as Technology Park of Johns Creek was originally the farmlands of the Findley family. Inspired by Technology Park/Atlanta, Tech Park Johns Creek was developed in the mid-1980s at the intersection of McGinnis Ferry and Medlock Bridge Roads as a suburban work, shop, and live office park. Half of the development lies in Forsyth County outside of the City of Johns Creek. The 500-plus acres feature a park-like setting with low- and mid-rise office buildings, retail stores, residential subdivisions, The Standard Golf Club, recreational and municipal uses.

Existing Condition

The businesses in Technology Park of Johns Creek employ more than 10,000 employees, and boast nearly six million square feet of developed office and industrial space. The office park is home to global company leaders such as Alcon, Ebix, State Farm, Nordson Corporation, Bomgar, Teradata, and Perkin Elmer, as well as Emory Johns Creek Hospital.

In 2017, the City purchased an existing three-story office building, and 26 acres of adjoining land anchored by two lakes. The City is renovating the aging 1997 office building to become the new City Hall, and transforming the lakes into a linear park. Several office buildings and retail buildings have recently sold, while others have been on the market for more than two years. There are a few remaining vacant parcels of land that were never developed.

Overall, the 1980s office park is in need of a makeover, as corporations are relocating their headquarters closer to Atlanta or “Inside the Perimeter,” and/or closer to walkable areas with restaurants and entertainment, which have access to public transit or highways, such as the Cities of Alpharetta and Sandy Springs, or others with new City Centers.

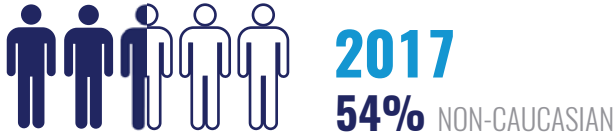
Demographics

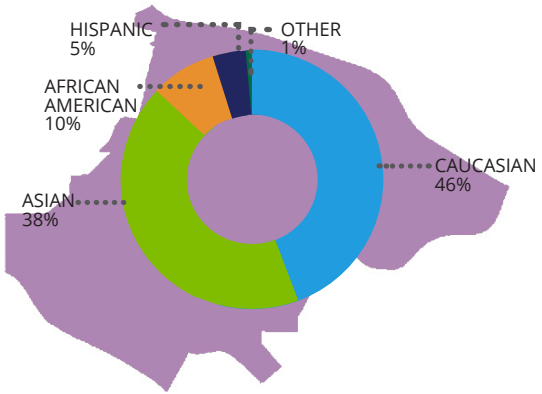
As of 2017, the Tech Park Community Area is home to 2,933 residents, accounting for 3.5% of the City's population. Tech Park's population saw 14.2% annual growth from 2010 to 2017, the highest in the City.

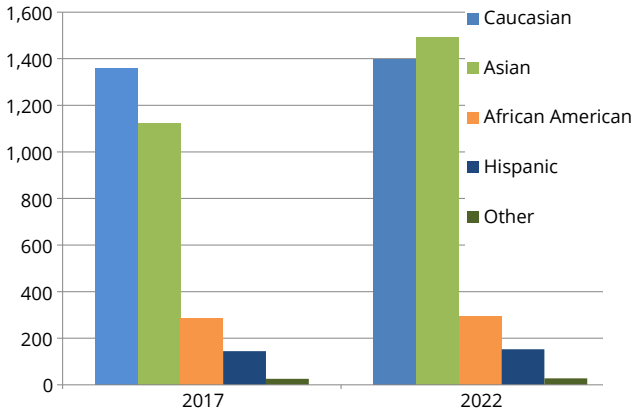
The percentage of Baby Boomers (13.1%) is much lower than that of the City overall, and their population is expected to drop by 6% in the next five years. The percentage of Millennials is slightly lower than that of the City as a whole, but their population is expected to grow by 21% in the next five years, the highest in the City.

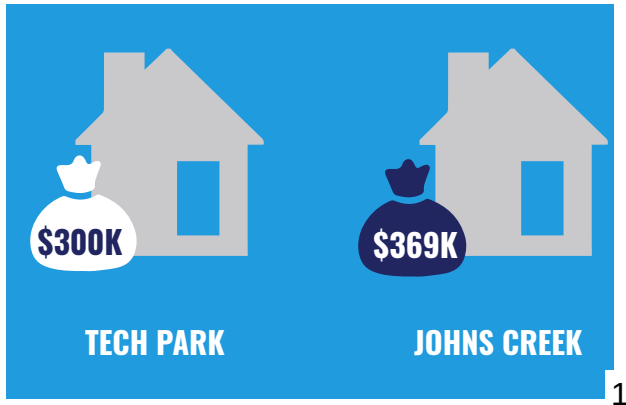
Caucasians are not the majority in Tech Park, comprising 46% of the population. Asians are the fastest growing group, and their population is expected to continue to grow by 33% in the next five years. The Asian population is predicted to eclipse the Caucasian population in 2022.

65% of Tech Park residents over age 25 hold a bachelor's degree or higher. Both the median household income ($100,737) and the median home value ($299,742) are lower than the City overall ($113,383 and $368,725, respectively).









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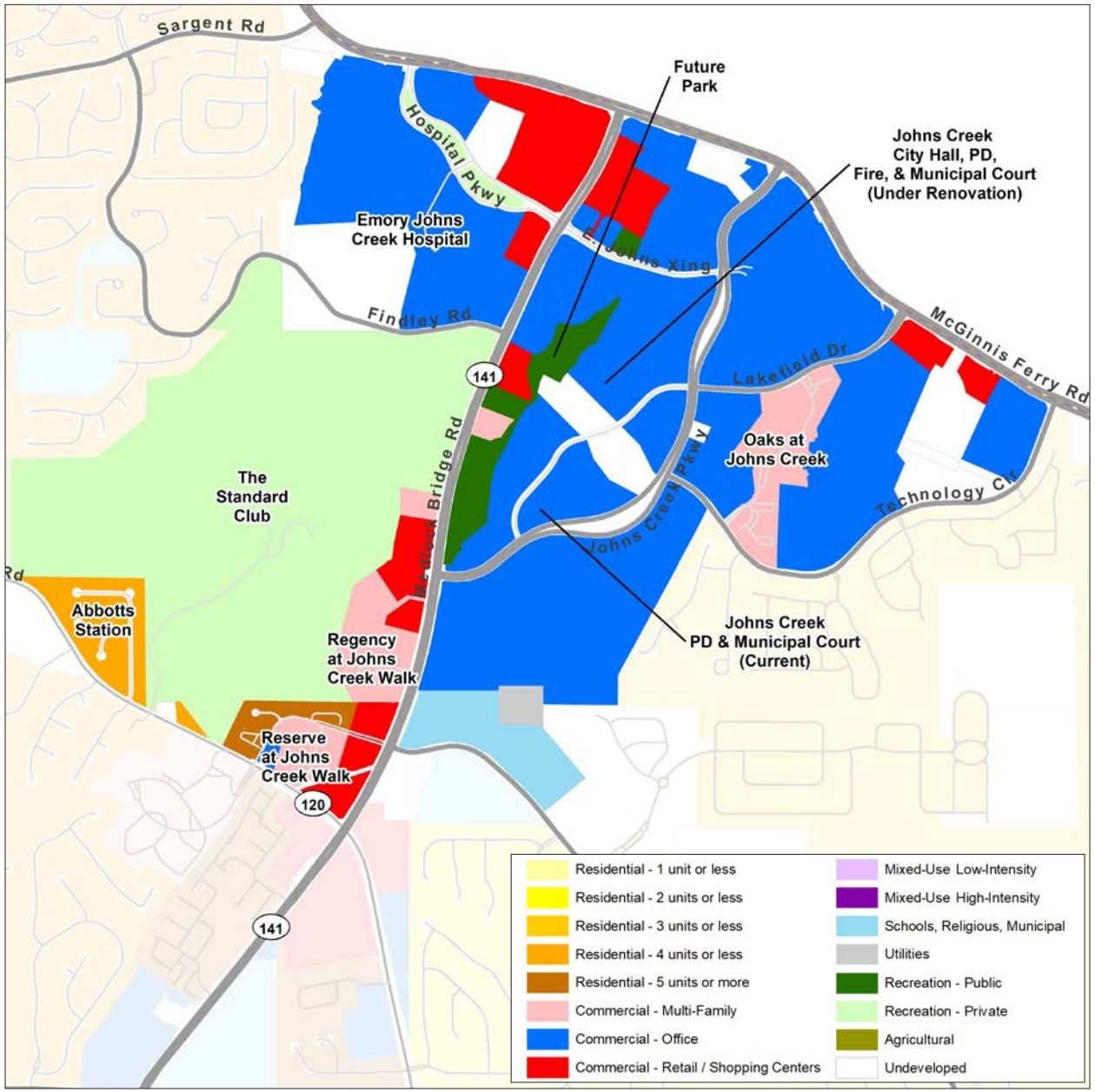


Map 67: Current Land Use in Tech Park

Current Land Use

Commercial office is the most prominent land use in Tech Park, at 42% of total land. Commercial retail makes up 7% of total land, primarily located along Medlock Bridge Road.

Single-Family Housing and Commercial Multi-Family make up 2.9% and 5.6%, respectively. Recreational uses comprise 31% of the land.

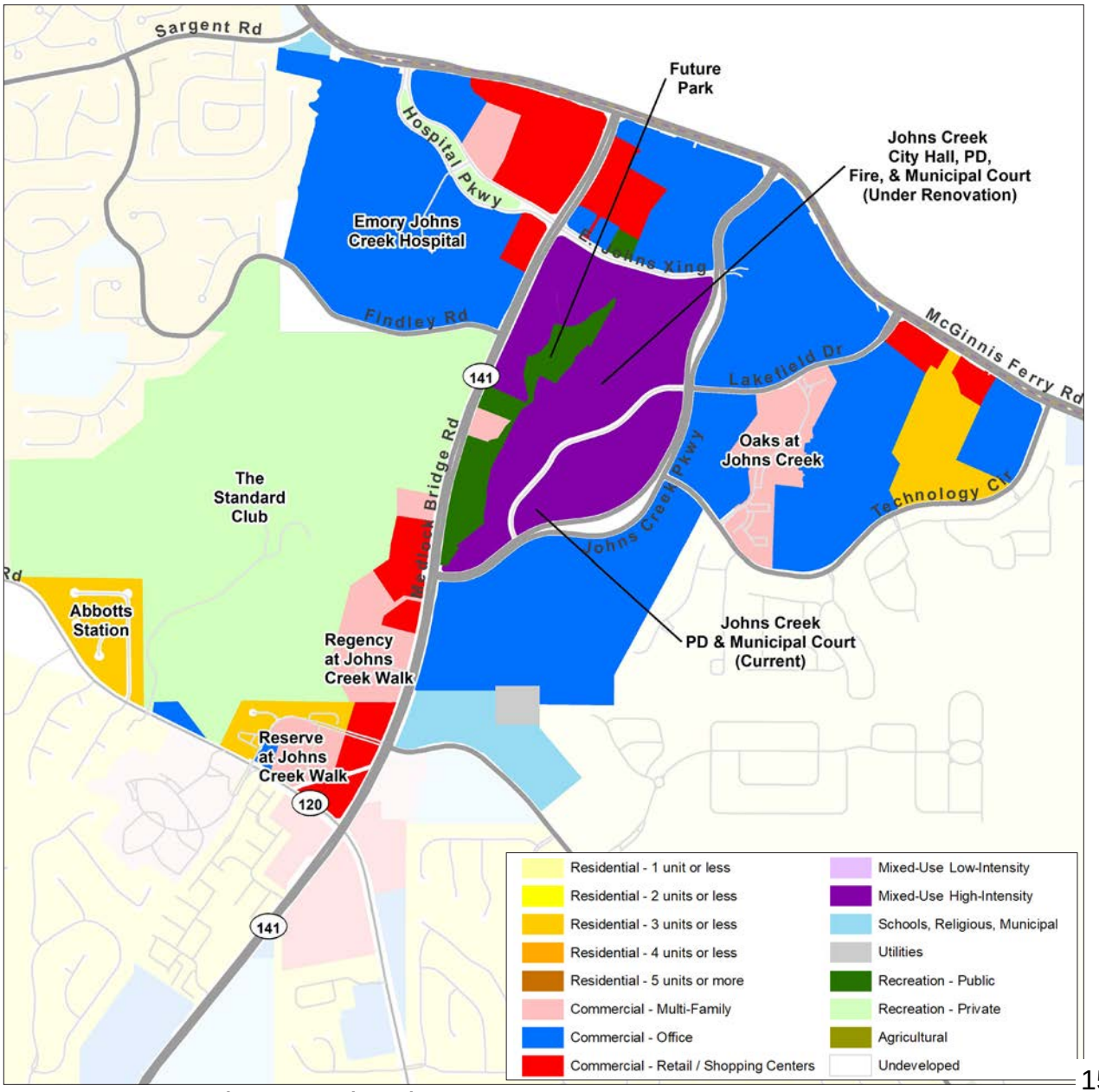
Currently, there are 80.7 acres of undeveloped land (8.4%) in this area.

Future Land Use

Apart from residential density reduction, 89.0% of future land use in Tech Park will match current land use. A detailed build-out analysis is available on Pages 154-155.

Table 18: Land Use Change in Tech Park (Acres)

Land Use Type	Current	Future	Change
Residential - 3 units or less	0	49.1	49.1
Residential - 4 units or less	19.2	0	-19.2
Residential - 5 units or more	8.6	0	-8.6
Commercial - Multi-Family	54.2	60.3	6.2
Commercial - Office	403.3	353.7	-49.6
Commercial - Retail/Shopping Centers	67.0	63.5	-3.5
Mixed-Use High-Intensity	0	98.5	98.5
Schools, Religious, Municipal	22.6	24.1	1.5
Utilities	4.1	4.1	0
Recreation - Public	20.4	20.4	0
Recreation - Private	280.7	280.7	0
Undeveloped	80.7	6.3	-74.4



Map 68: Future Land Use in Tech Park

VISION

The vision for Technology Park is to redevelop this suburban office park into a live-work-play destination for business owners who want to live in a premier residential community, have a short commute to their offices, and have an amenity-rich park at their business' front door.

The center, or core area, of Technology Park has been identified as the location of the City's new "Town Center." The area has been chosen not only because it could host both the new City Hall and a new city park, but also because it is surrounded by office buildings and surface parking lots that will support a lively town center. Importantly, it will be able to accommodate restaurants, entertainment venues, events, and festivals without negatively impacting any residential subdivisions. It is envisioned that by creating a master plan for Town Center, and rezoning the area to high-intensity mixed-use, the City will enhance its opportunities to attract new corporate businesses - expanding the City's health, wellness, educational and technology sectors. The area master plan would guide the private sector in the amenities desired by the community, as well as the City's design standards.

The high-intensity mixed-use area will be limited to 16 residential units/acre and no more than five stories in height with an exception to allow ten percent (10%) of the buildings to be built to a height of eight stories if they 1) build an iconic structure; 2) bring economic benefit to the City (i.e. create high-paying jobs); 3) reduce the impervious surface and 4) preserve at least 30% or more green space. There is a preference for housing geared towards Millennials and active adults (age 55+).

New infill housing developments will be limited to single-family detached units up to three units/acre and three stories in height.

The City also has plans to connect the park and City Hall by extending Findley Road to Johns Creek Parkway, and creating a new Town Center "Main Street." Sidewalks and trails will also link the park and City Hall to a potential privately-funded arts, cultural, and civic events complex, where the City's symphony orchestra and chorale could perform, where community, cultural and commercial events could be held, and where theater and arts organizations could reside.

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BUILD-OUT ANALYSIS

Residential Build-out Analysis

The residential build-out analysis provides a projection of maximum allowable future development within the Community Area, based on the Future Land Use Map and market analysis. It can also explore the impact of development on tax base, traffic, school enrollment, natural and historic resources, and quality of life.

The projected number of housing units was calculated by multiplying the acres of land by the allowable number of residential units as described in the Community Area vision. Population increase was calculated by multiplying the number of additional housing units by the average number of people per household (3.07).

The build-out analysis shows that the Tech Park Community Area has the capacity for 2,460 additional residential units, although full build-out is unlikely to occur in the next 10 years, if ever.

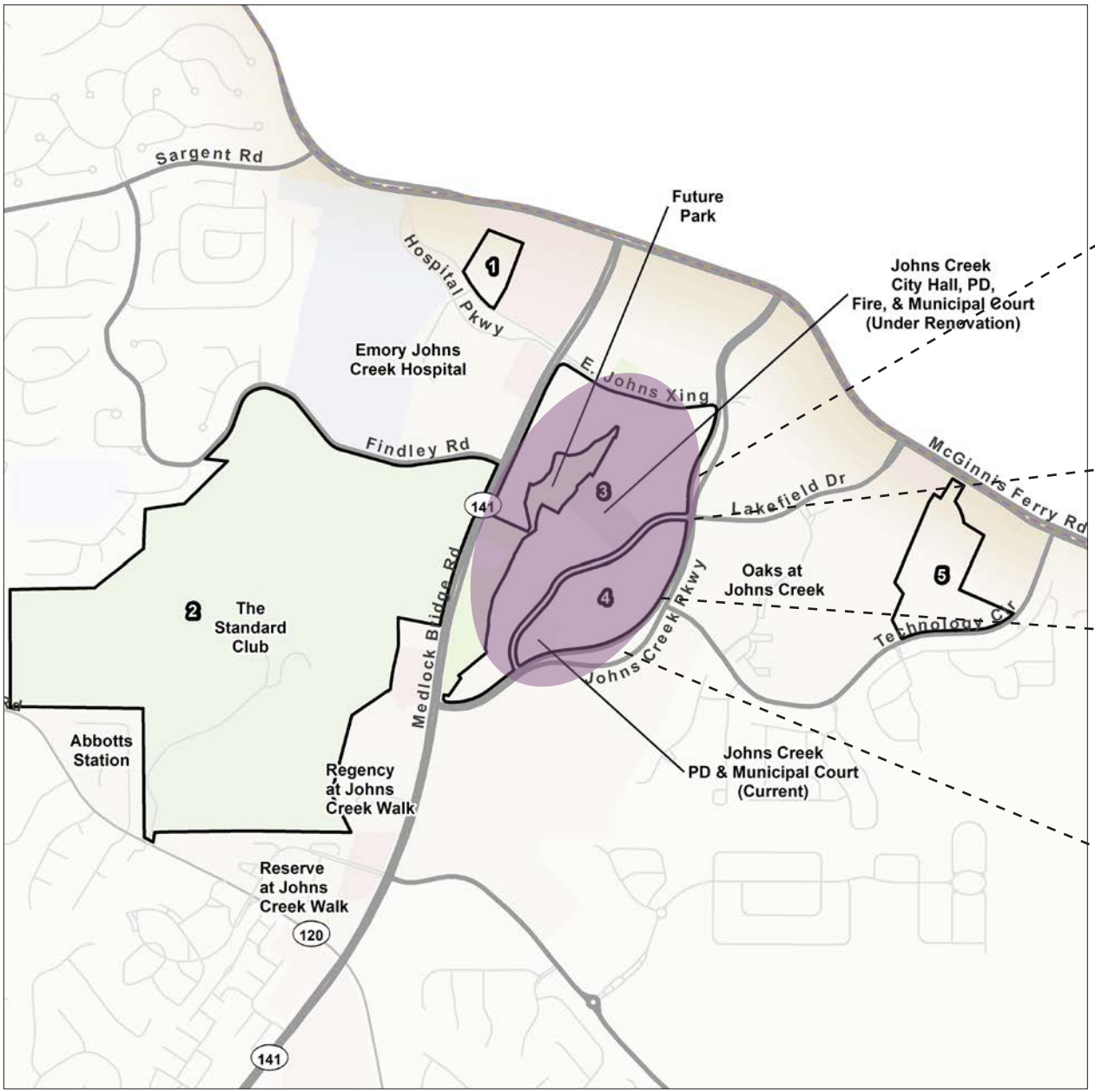
Table 19: Residential Build-out Analysis in Tech Park

No.	Acreage	Allowed Residential Units/Acre	Allowed Residential Units	Existing Residential Unit(s)	Potential Residential Units Increase	Potential Population Increase
1	6.16	N/A	75	0	75	231
2	278.41	3	835	0	835	2,564
3	68.12	16	1,088	0	1,088	3,341
4	26.1	16	417	0	417	1,281
5	21.21	N/A	45	0	45	139
Total	**400**				**2,460**	**7,556**

Commercial Build-out Analysis

The Tech Park office complex, while popular in the 1980s and 1990s, has lost favor with younger employees and corporations that currently seek walkable environments located adjacent to highways, public transportation, or both. The office buildings are aging and no longer provide Class A space. In addition, because the complex is so large and spread out, most employees still drive to eat lunch or run errands.

It is envisioned that the core area within Tech Park bounded by East Johns Crossing to the north, Medlock Bridge Road to the west, and Johns Creek Parkway to the east and south, will transform from a 1980s office complex into a 21st-century "Town Center." There would also be a walkable "Main Street" (the new Findley Road extension) that is lined with restaurants, entertainment venues, and new infill office buildings with residential units above, or located on land currently used as parking.



Map 69: Potential Residential Build-out in Tech Park

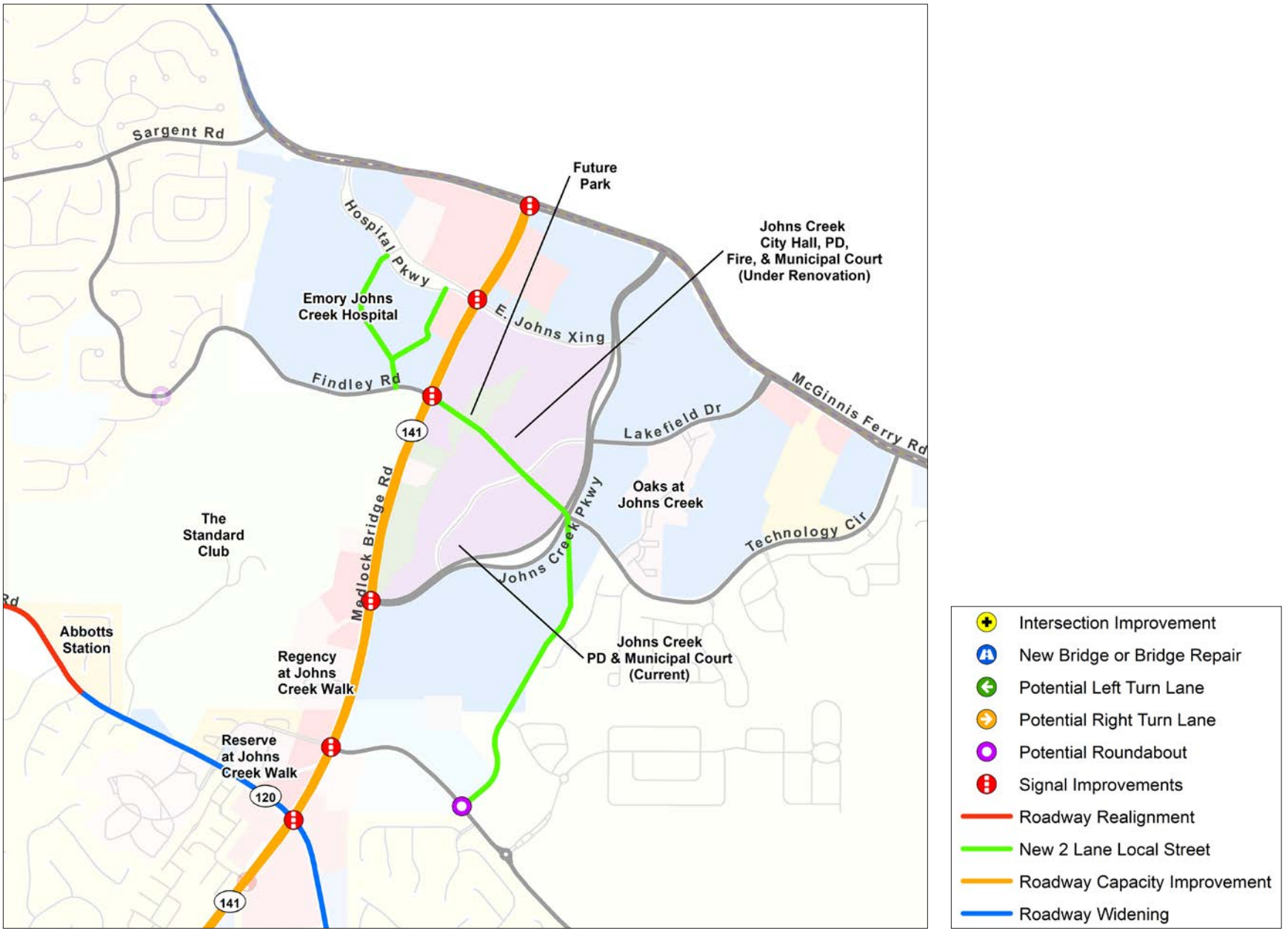
TRANSPORTATION PROJECTS

The Tech Park community's primary north-south transportation route is Medlock Bridge Road. Under Fulton County's Transportation Special Purpose Local Option Sales Tax (TSPLOST) program, Medlock Bridge Road has been identified for capacity improvements (which may include road widening) from McGinnis Ferry Road to the Chattahoochee River in response to increased morning and evening rush hour traffic congestion.

The TSPLOST program also identifies the extension of Findley Road across Medlock Bridge Road, through the City's new linear park and connecting to Technology Circle at Johns Creek Parkway, adding more east-west connectivity. The third TSPLOST project identified in Tech Park is the Bell Road Connector to connect Tech Park to Bell Road providing additional roadway access to employees working in Tech Park.

The Citizens Advisory Committee (CAC) suggests feasibility studies for a roundabout at the intersection of Bell Road and Bell Connector Road.

Staff recommends the creation of a local two-lane street, through the existing parking lot at 12000 Findley Road, which will connect from Hospital Parkway to Findley Road along the back side of Emory Johns Creek Hospital. This street will improve safety and prevent drivers cutting through the parking lot to avoid the traffic signal at the Medlock Bridge Road and Hospital Parkway intersection.



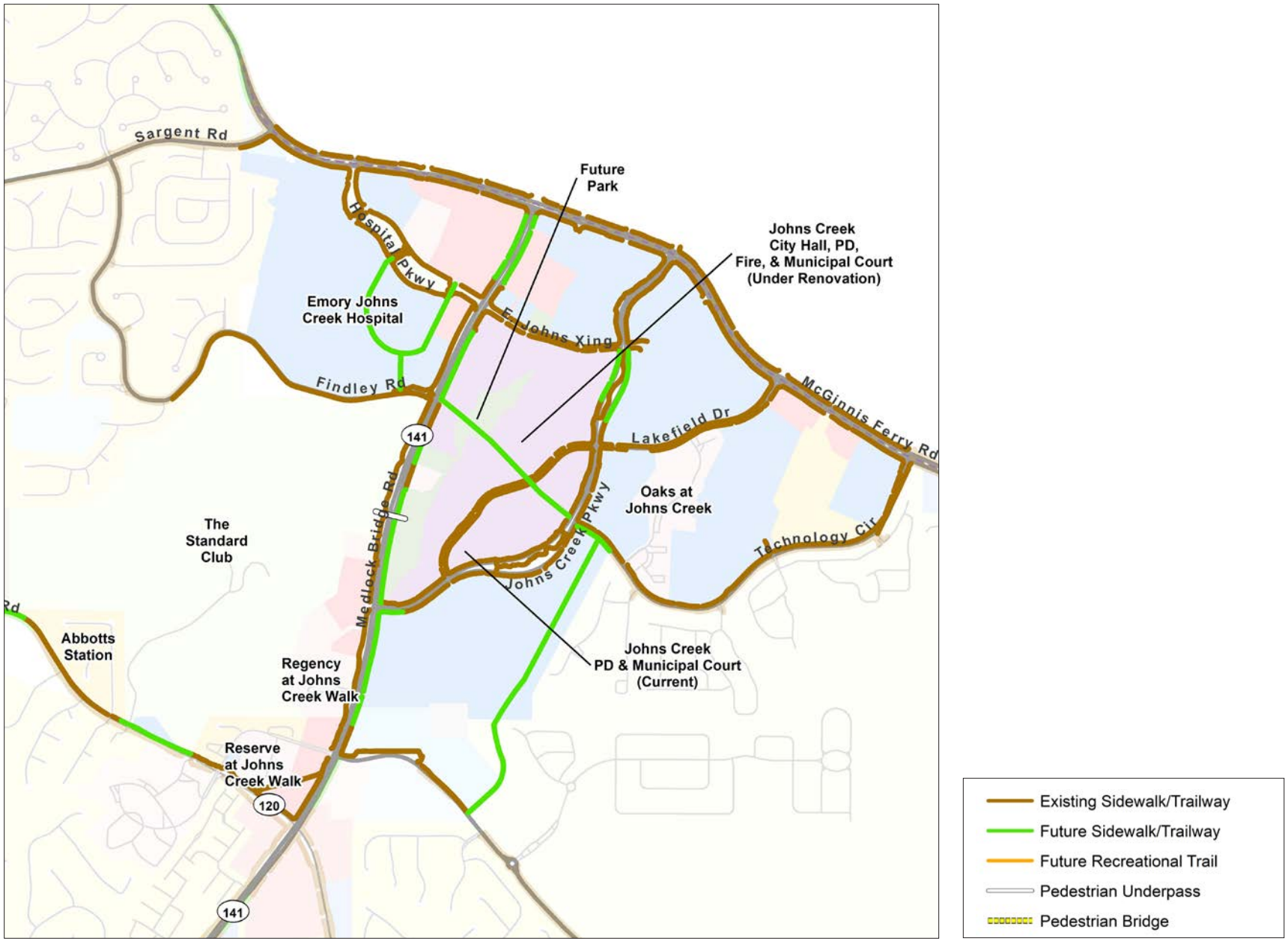
Map 70: Transportation Projects in Tech Park

SIDEWALKS AND TRAILS PROJECTS

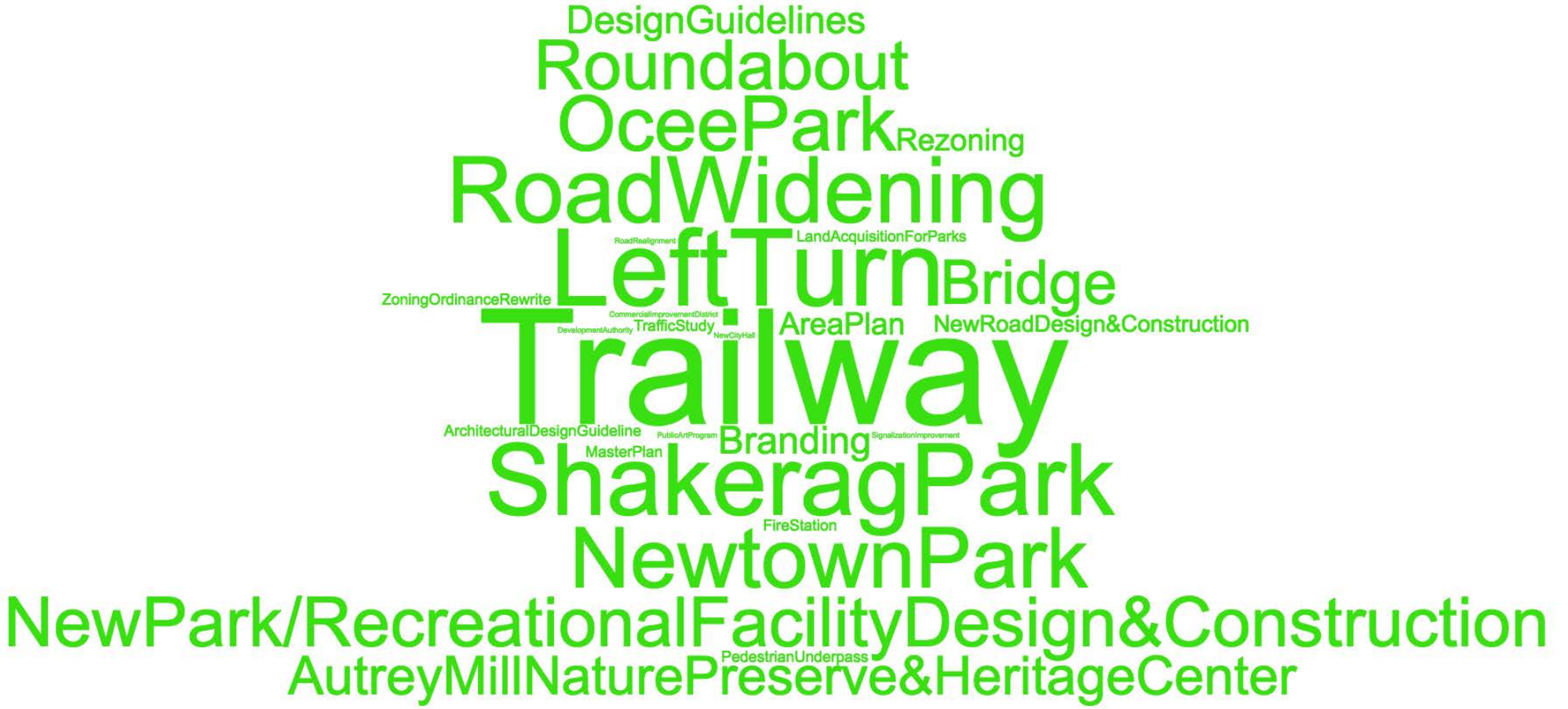
The Tech Park Community Area currently has sidewalks and trails that connect office buildings to retail stores and restaurants within the office park, as well as along McGinnis Ferry Road and sections of Findley Road. There is an existing trail, wrapping around the upper retention pond, that can be accessed from East Johns Crossing. It is used extensively by employees working in the park, and by nearby residents and fitness club members. The Johns Creek Walk trail is located along the west side of Medlock Bridge Road, starting at Hospital Way, and leads south to Abbotts Bridge Road. It winds through landscaping, sometimes 20 feet away from the edge of the road, providing a pleasant retreat from the heavily-traveled State Route 141/Medlock Bridge Road.

New streetscape standards should require landscaping to separate vehicles from pedestrians walking on sidewalks and trails. A good rule of thumb is: five feet of separation for roadways with a 35 mile/hour speed limit; ten feet of separation for roadways with a 45 mile/hour speed limit; and 20 feet of separation for roadways with a 55/hour speed limit. Heavily traveled sidewalks and trails should be lighted for pedestrians.

The Citizens Advisory Committee (CAC) recommends completing missing sections of sidewalks and trails along Medlock Bridge, Johns Creek Parkway and Technology Circle and adding sidewalks and trails along the proposed Bell Road Connector and Findley Road Extension to promote greater transportation options for local trips by walking, biking, and the use of electric carts.



Map 71: Trail Projects in Tech Park



11.0 IMPLEMENTATION

A plan without implementation has no results. The comprehensive planning process requires municipalities to formulate five-year action plans for the various elements of their plans. The journey to improve the quality of life for the residents of Johns Creek is by prioritizing and implementing the visions, and by creating a work plan. For the City of Johns Creek, those elements are:

- Land Use
- Economic Development
- Parks, Open Spaces, Natural Resources
- Pedestrian and Vehicular Transportation
- Community Facilities

Tables 20-24 describe the activities needed to be implemented over the next ten years in order to achieve the Comprehensive Plan's many visions. It identifies which City Department is responsible, how much each activity should cost, where the funding should come from, and when the activity should be undertaken.

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LAND USE

Table 20: Community Work Programs (Land Use)

	Description	Time Frame						Total Cost
		2018	2019	2020	2021	2022	2023+	
	1. Zoning Ordinance Rewrite							
1.1	Draft a Zoning Ordinance Text Amendment to amend Article XX, Conservation Subdivision Ordinance, to preserve AG-1 lands currently used for agricultural and/or private recreational uses from future residential development. The amendment should encourage 50% to 75% of the gross acreage to be preserved in perpetuity, allowing the balance of the gross acreage to be developed using the maximum number of lots allowed under the AG-1 Zoning District.	X						$0*
1.2	Create a Unified Development Code by combining the City's zoning, tree, and sign ordinances with the City's stormwater and land development regulations.		X	X				$0*
	2. Design Guidelines							
2.1	Create Streetscape Design Guidelines for all local, collector, and arterial roadways within the City. Include sidewalk, trail, lighting, and amenity requirements.		X					$0*
2.2	Create specific architectural design guidelines for commercial development for the Mixed-Use Low-Intensity (MULI) designated area.			X				$0*
2.3	Create specific architectural design guidelines for commercial development for the Mixed-Use High-Intensity (MUHI) designated area.			X				$0*
2.4	Create specific architectural design guidelines for the town center redevelopment area.		X					$0*
	3. Rezoning							
3.1	Rezone the core area of Tech Park from M1-A, Manufacturing District, to MUHI, to encourage the redevelopment of Tech Park into a walkable town center.				X			$0*
3.2	Rezone the Douglas Road/Jones Bridge shopping center located on the northwest side of Jones Bridge Road from C-1, Community Business District, to MULI, to encourage the redevelopment of this area into a mixed-use area.				X			$0*
3.3	Rezone the Fresh Market/Kroger/Publix, Jones Bridge Promenade shopping centers, and Rivermont Square from C-1, Community Business District, to MULI, to encourage redevelopment into walkable community village areas.				X			$0*
3.4	Rezone the Goodwill, Kroger, and Grande Pavilion shopping centers from C-1, Community Business District, to MULI, to encourage redevelopment into a walkable community village area.				X			$0*

	Description	Time Frame						Total Cost
		2018	2019	2020	2021	2022	2023+	
	4. Master Plan/Area Plan							
4.1	Develop a master plan for the core Tech Park that surrounds the new City Hall and City Park to create a walkable town center environment with a mix of housing, retail, and office spaces.		X					$0*
4.2	Develop a master plan for the redevelopment of the Regal Cinema, Publix, and Fairway shopping centers to create a commercial marketplace area with restaurants and active entertainment, along with a town park and public square.				X			$0*
4.3	Develop a local area plan for the Fresh Market/Kroger/Publix shopping centers at the intersection of Old Alabama and Haynes Bridge Roads to create a walkable, village-like environment with a mix of housing, retail, and office spaces.				X			$0*
4.4	Develop a local area plan for the Jones Bridge Promenade shopping center to create a walkable, village-like environment with a mix of housing, retail, and office spaces.					X		$0*
4.5	Develop a local area plan for Rivermont Square to create a walkable, village-like environment with a mix of housing, retail and office spaces.					X		$0*
4.6	Develop a local area plan for the Goodwill, Kroger, and Grande Pavilion shopping centers to create a MULI, walkable, village-like environment with a mix of housing, retail, and office spaces.					X		$0*
	Subtotal							**$0***

* In-house

ECONOMIC DEVELOPMENT

Table 21: Community Work Programs (Economic Development)

	Description	Time Frame						Total Cost
		2018	2019	2020	2021	2022	2023+	
	1. Branding							
1.1	Assist the local business community to create a local brand identity for Medlock as the City's major marketplace area.					X		$0*
1.2	Assist the local business community to create a local brand identity for Newtown.					X		$0*
1.3	Assist the local business community to create a local brand identity for Ocee as the "GA 400 Gateway" into the City.					X		$0*
1.4	Adopt a unified vision for the branding of the Shakerag area as the City's countryside area.					X		$0*
1.5	Adopt a unified vision for the rebranding of Tech Park into an innovation park.		X	X				$0*
	2. Miscellaneous							
2.1	Work with the Public Art community to develop a public arts program to celebrate the unique character of the various community areas, by identifying prime places within the community to locate prominent public art, such as roundabouts, major gateways into the community, major intersections, park entrances, etc.			X	X	X		$0*
2.2	Study the potential redevelopment of the Medlock Bridge shopping center, which could include locating the commercial retail to Medlock Bridge Road and developing a passive neighborhood park at the site of the existing shopping center.						X	$0*
2.3	Create a Johns Creek Development Authority to assist with the repositioning of Tech Park from a dated 1980s office park to a thriving, innovative 21st-century work/live/play/dine park.	X	X					$0*
2.4	Create a Commercial Improvement District with the property owners of Tech Park to support, promote, and maintain the rebranded image of the innovation park.	X	X					$0*
	Subtotal							**$0***

* In-house

Table 22: Community Work Programs (Parks, Open Space, and Natural Resources)

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
	1. General									
1.1	Revise and adopt new development regulations that require the use of stormwater best practices to reduce the use of retention ponds, catch basins, and roadway curbing and impervious surface areas to reduce the overall volume of stormwater channeled through the City's drainage system.	X						$0*	$0*	None
1.2	Revise and adopt new tree protection ordinance regulations that reduce the amount of clearcutting that is permitted during the development of vacant and undisturbed lands.		X					$0*	$0*	None
1.3	Adopt a no-idling policy to prevent City vehicles from idling more than three minutes. Post signage at all City parking facilities to remind employees.		X					$0*	$0*	None
1.4	Adopt the goal of creating an open greenspace/parks ratio of 10% of the City's total land area, to be retained as public land in perpetuity for the enjoyment of its citizens.		X					$0*	$0*	None
1.5	Become a certified Gold-level Green Community under the ARC's Green Communities program, by adopting policies that promote water and energy efficiency and conservation, recycling, and tree conservation efforts to ensure the long-term, park-like ambiance of the City.						X	$0*	$0*	None
1.6	Become designated as a Tree City USA community.						X	$0*	$0*	None
	2. Autrey Mill Nature Preserve and Heritage Center									
2.1	Improve parking lot surface and install a bus turnaround.			X				$120,000	$120,000	None
2.2	Create an archery range with 16 target lanes and a small viewing shelter.						X	$50,000	$50,000	None
2.3	Create new park wayfinding signage.			X				$10,000	$10,000	None
2.4	Provide a second community pavilion.						X	$180,000	$180,000	None
2.5	Add another 30 parking spaces for the new pavilion.						X	$28,000	$28,000	None
2.6	Prepare a Forest Management and Wildlife Plan	X						$10,000	$10,000	None
2.7	Add another restroom facility.						X	$90,700	$90,700	None

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	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
2.8	Add a check-in headquarters building with five parking spaces closer to the entrance.						X	$377,500	$377,500	None
	3. Newtown Park									
3.1	Improve landscaping by adding shade trees.			X				$17,500	$17,500	None
3.2	Provide signage and wayfinding system.			X				$20,000	$20,000	None
3.3	Add lighting to tennis courts.				X			$60,000	$60,000	None
3.4	Add shade structure for tennis courts.				X			$18,000	$18,000	None
3.5	Add natural trail amenities such as benches, swings, etc.					X		$14,300	$14,300	None
3.6	Add soft-surface trails below the dam.					X		$94,000	$94,000	None
3.7	Expand Park Place Senior Center's bocce ball courts.				X			$20,000	$20,000	None
3.8	Add horseshoe pits to Park Place Senior Center.				X			$1,000	$1,000	None
3.9	Add shuffleboard courts to Park Place Senior Center.				X			$5,000	$5,000	None
3.10	Purchase a senior bus for Park Place Senior Center day trips.						X	$150,000	$150,000	None
	4. Ocee Park									
4.1	Add restroom to serve lower field.	X						$136,000	$136,000	None
4.2	Convert tennis courts to pickle ball courts.			X				$49,700	$49,700	None
4.3	Add shade structure at new pickle ball courts.			X				$12,000	$12,000	None
4.4	Improve landscaping and add shade trees.				X			$17,500	$17,500	None
4.5	Construct an adventure playground for adults / children.				X			$157,000	$157,000	None
4.6	Add soft-surface nature trail.					X		$94,000	$94,000	None
4.7	Add nature trail amenities (benches, etc.).					X		$14,300	$14,300	None
4.8	Add wayfinding signage.					X		$15,000	$15,000	None
	5. Shakerag Park									
5.1	Add a wildlife observation deck/blind.					X		$30,000	$30,000	None
5.2	Add an ADA-compliant fishing pier.					X		$50,000	$50,000	None
5.3	Add a shade structure with ping pong tables.			X				$28,000	$28,000	None
5.4	Add playground (age 2-5) adjacent to the picnic structures.			X				$45,000	$45,000	None

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
5.5	Improve landscaping by adding shade trees.			X				$17,500	$17,500	None
5.6	Add a connector trail to the National Park Service land.					X		$748,000	$748,000	None
5.7	Add lights to artificial turf field.					X		$361,200	$361,200	None
5.8	Renovate existing baseball field.						X	$275,000	$275,000	None
5.9	Add field lights to renovated baseball field.						X	$175,000	$175,000	None
5.10	Add nature trail seating and benches.				X			$2,000	$2,000	None
5.11	Add soft-surface trails.				X			$192,000	$192,000	None
	6. New Park/Recreational Facility Design and Construction									
6.1	Design and build the Bell-Boles pocket park.	X	X					$1,628,176	$0	Park Bonds
6.2	Design and build the first phase of the new Cauley Creek/ Quail Hollow Park	X	X	X				$16,000,000	$0	Park Bonds
6.3	Design and build the rest of the new Cauley Creek/Quail Hollow Park				X	X		$12,000,000	$12,000,000	None
6.4	Design and build the new Morton Road Park	X	X					$3,146,452	$0	Park Bonds
6.5	Design and build the new State Bridge Pocket Park.	X	X					$2,463,089	$0	Park Bonds
6.6	Design and construct the new linear "City Park" adjacent to the new City Hall property.	X	X	X				$6,250,000	$0	Park Bonds
6.7	Study renovating the existing reclamation facility into an indoor recreational facility.						X	$40,000	$0	Park Bonds
6.8	Renovate the existing House at Quail Hollow into a new community center for the City.			X				TBD	TBD	TBD
6.9	Develop a Chattahoochee River Trail Master Plan				X			TBD	TBD	TBD
6.10	Create a multi-use trail along the Chattahoochee River from Abbotts Bridge Road to McGinnis Ferry Road.					X	X	TBD	TBD	TBD
	7. Potential Land Acquisition									
7.1	Acquire land as it becomes available in areas underserved by parks or that would complement the City's park system.	X	X	X	X	X	X	TBD	TBD	TBD
	Subtotal							**$45,212,917**	**$15,685,200**	

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PEDESTRIAN AND VEHICULAR TRANSPORTATION

Table 23: Community Work Programs (Pedestrian and Vehicular Transportation)

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
	1. General									
1.1	Upgrade the traffic signalization system to better synchronize the traffic signals along all of the major roadways within the City.	X	X	X	X	X	X	$2,500,000	$2,500,000	None
1.2	Improve pedestrian safety by installing safe crosswalks at roadway intersections and entrances to subdivisions, schools, shopping centers, parks, and religious centers.	X	X	X	X	X		TBD	TBD	TBD
1.3	Utilize traffic calming policy to improve safety with neighborhoods.	X	X	X	X	X	X	$1,000,000	$1,000,000	None
	2. New Road Design and Construction									
2.1	Design and construct the Bell Road connector from the Bellmoore Park roundabout to Johns Creek Parkway.					X		$2,500,000	$0	TSPLOST
2.2	Design and construct the extension of Findley Road with sidewalks to go across Medlock Bridge Road, through the new "City Park," alongside the new City Hall property, and to connect with Johns Creek Parkway.		X	X	X			$7,500,000	$0	TSPLOST
2.3	Design and construct a loop roadway from Hospital Way through the existing old City Hall property parking lot, between the new Memory Care facility and the Ebix facility, to connect with the Emory Johns Creek Hospital driveway.					X		$6,000,000	$6,000,000	None
	3. Road Widening									
3.1	Widen McGinnis Ferry Road from two lanes to four lanes, creating a four-lane parkway with a landscaped and treed median from Douglas Road to Sargent Road.	X	X	X	X	X		$48,000,000	$4,500,000	TSPLOST, Forsyth, Alpharetta, GDOT
3.2	Widen Abbotts Bridge Road from Jones Bridge Road to Parsons Road, and add sidewalk or trail along both sides of Abbotts Bridge Road.	X						$17,630,000	$0	GDOT
3.3	Widen Abbotts Bridge Road from two to four lanes between Parsons and Medlock Bridge Roads with a ten-foot-wide trail on one side and a sidewalk on the other.	X	X	X	X			$17,630,000	$0	GDOT

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	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
3.4	Widen Abbotts Bridge Road from Medlock Bridge Road across the Chattahoochee River to Peachtree Industrial Boulevard from two to four lanes with a ten-foot-wide trail on one side, a sidewalk on the other and a median.	X	X	X	X	X		$39,851,000	$0	GDOT
3.5	Widen State Bridge Road from Medlock Bridge Road to Chattahoochee River.	X	X					$4,000,000	$0	TSPLOST, Gwinnett, SRTA
3.6	Widen Kimball Bridge Road from two to four lanes, with pedestrian lighted multi-use trails on both sides and a landscaped median.	X						$20,412,000	$0	GDOT
	4. Capacity Improvement									
4.1	Improve traffic capacity of Haynes Bridge Road.	X	X	X				$10,000,000	$0	TSPLOST, Alpharetta
4.2	Improve traffic capacity of Jones Bridge Road from north of Waters Road to Harvest Ridge Lane.		X	X				$11,000,000	$0	TSPLOST
4.3	Improve traffic capacity of Old Alabama Road between Nesbit Ferry Road and Old Alabama Connector.		X	X				$3,000,000	$0	TSPLOST
4.4	Improve traffic capacity of Old Alabama Road between Jones Bridge Road and Buice Road.						X	$7,000,000	$0	TSPLOST
4.5	Improve traffic capacity of State Bridge Road from Kimball Bridge Road to Medlock Bridge Road.					X	X	$8,000,000	$0	TSPLOST, GDOT
4.6	Improve traffic capacity of Jones Bridge Road from the intersection of McGinnis Ferry Road to the intersection of Douglas Road.						X	$7,000,000	$0	TSPLOST
4.7	Improve traffic capacity of Medlock Bridge Road from McGinnis Ferry Road to Chattahoochee River.						X	$10,000,000	$0	TSPLOST
	5. Sidewalks and Trails									
5.1	Provide a sidewalk or trail along the west side of Spruill Road from Old Alabama Road to Buice Road.					X		$2,679,000	$2,679,000	None
5.2	Provide a multi-use trail along Brumbelow Road, from Mackinac Drive to Stoney Ridge Drive.	X						$696,000	$696,000	None

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PEDESTRIAN AND VEHICULAR TRANSPORTATION

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
5.3	Provide missing sections of sidewalk along Brumbelow Road, south of Stoney Ridge Drive.		X					$1,165,000	$1,165,000	None
5.4	Provide a multi-use trail along the eastern side of Haynes Bridge Road, between Berkshire Manor Drive and Alvin Road.			X				$0**	$0	TSPLOST
5.5	Provide a multi-use trail along Jones Bridge Road/Barnwell Road from Redcoat Way to Holcomb Bridge Road.					X		$2,995,000	$2,995,000	None
5.6	Provide a sidewalk or trail along the north side of Old Alabama Road from Jones Bridge Road to Buice Road.						X	$0**	$0	TSPLOST
5.7	Provide a sidewalk or trail along Buice Road, from Dolvin Elementary at Jones Bridge Road to Old Alabama Road.						X	$2,355,000	$2,355,000	None
5.8	Provide a sidewalk or trail from Buice Road to State Bridge Road by acquiring an easement through the western side of the Perimeter Church property, allowing Johns Creek High School and State Bridge Elementary School students to travel safely without walking near Medlock Bridge Road.					X	X	$2,003,000	$2,003,000	None
5.9	Connect Old Medlock Bridge Road through the Medlock Bridge commercial area, to the existing Old Medlock Bridge right-of way near Johns Creek High School. Study the feasibility of extending this roadway through the edge of the school property to State Bridge Road. Limit speed to 25 MPH to allow pedestrian cart transportation.						X	$1,119,000	$1,119,000	None
5.10	Acquire the strip of undeveloped land along the St. Ives subdivision to create a trail that connects to the Publix shopping center, and to pedestrian trails that lead to the Regal Cinema and Target shopping centers via underpasses. Limit speed to 25 MPH on new roads to allow for pedestrian cart transportation.						X	$1,500,000	$1,500,000	None
5.11	Construct a multi-use trail along the Georgia Power right-of-way connecting the new State Bridge pocket park, the new Morton Road Pocket Park, the Goodwill shopping center and the Grande Pavilion shopping center.						X	$2,734,000	$2,734,000	None
5.12	Provide the missing sections of the multi-use trail on Parsons Road, from Abbotts Bridge Road to Medlock Bridge Road.	X						$331,540	$331,540	None

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
5.13	Complete the missing sidewalk sections along Johns Creek Parkway.					X		$3,410,000	$3,410,000	None
5.14	Create a pedestrian trail connecting the Taylor Road Middle School driveway to North Bridges Drive.			X				$136,200	$136,200	None
5.15	Create a pedestrian trail connecting the Taylor Road Middle School driveway to Touraine Court.			X				$735,000	$735,000	None
5.16	Create a pedestrian trail connecting Taylor Road Middle School to Hampstead Way.			X				$216,000	$216,000	None
5.17	Provide the missing sections of sidewalk along the southern and eastern sides of Bell Road, from the intersection of McGinnis Ferry Road to the intersection of Boles Road.				X			$1,410,910	$1,000,000	TSPLOST
5.18	Provide the missing sections of the multi-use trail along the northern and western sides of Bell Road, from the intersection of McGinnis Ferry Road to the intersection of Boles Road.				X			$2,643,000	$2,000,000	TSPLOST
5.19	Provide the missing sections of the multi-use trail along Boles Road, from the intersection of Bell Road to the intersection of Abbotts Bridge Road.				X			$1,698,710	$1,000,000	TSPLOST
5.20	Provide the missing sections of the multi-use trail along Rogers Bridge Road, from the intersection of McGinnis Ferry Road to the intersection of Bell Road.					X		$1,331,000	$1,000,000	TSPLOST
5.21	Provide the missing sections of sidewalk along the eastern side of Rogers Bridge Road, from the intersection of McGinnis Ferry Road to the intersection of Bell Road.						X	$497,540	$497,540	None
5.22	Provide the missing sections of trail along Wilson Road from Medlock Bridge Road to Parsons Road		X					$623,530	$623,530	None
5.23	Provide the missing sections of sidewalk along the southern side of Technology Circle from Johns Creek Parkway to Brookhavenclub Drive.		X					$162,740	$162,740	None
5.24	Provide the missing sections of sidewalk and trail along Rogers Bridge Road.			X				$3,177,820	$3,177,820	None
5.25	Provide the missing sections of sidewalk and trail along Nesbit Ferry Road.						X	TBD	TBD	TBD

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PEDESTRIAN AND VEHICULAR TRANSPORTATION

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
5.26	Provide a trail connecting Autrey Mill Nature Preserve and Heritage Center to Buice Road.						X	TBD	TBD	TBD
5.27	Extend pedestrian access to Woodward Academy North and Shakerag Elementary School.				X			$67,000	$67,000	None
	6. Bridges, Pedestrian Bridges, and Pedestrian Underpasses									
6.1	Build a new bridge with sidewalk and trail on Old Alabama Road over Johns Creek.						X	$3,500,000	$2,500,000	TSPLOST
6.2	Build a new bridge with sidewalk and trail on Old Alabama Road over Sal's Creek.						X	$3,500,000	$2,500,000	TSPLOST
6.3	Build a pedestrian bridge on Buice Road over Johns Creek.						X	$300,000	$300,000	None
6.4	Build a pedestrian bridge on Barnwell Road over Hogan's Creek.	X	X					$300,000	$0	TSPLOST
6.5	Build a pedestrian bridge on Brumbelow Road over the Chattahoochee River tributary.	X						$300,000	$300,000	None
6.6	Build a pedestrian bridge on Bell Road over the Chattahoochee River tributary.			X	X			$300,000	$300,000	None
6.7	Replace the old Rogers Bridge with a new replica of the old bridge for pedestrians and bikers.	X	X	X	X	X		$6,000,000	$0	ARC, Park Bonds, Duluth, Fulton, Gwinnett
6.8	Provide pedestrian underpasses from the west side of Medlock Bridge Road, near the Hearthstone senior facility, to the new "City Park" on the east side of the roadway.					X		$4,280,000	$4,280,000	None
6.9	Provide an underpass for pedestrians under Medlock Bridge Road to Johns Creek High School.						X	$6,350,000	$6,350,000	None
	7. Road Realignment									
7.1	Realign Rogers Bridge Road with the southern intersection of Rogers Circle to improve traffic safety.						X	$2,347,000	$2,347,000	None

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
	8. Intersection Control Evaluation (roundabouts, left-turn, and/or right-turn)									
8.1	Study Old Alabama Road at Haynes Bridge Road, the Foxworth Drive, the entrance to the Falls of Autry Mill, the entrance to Autrey Mill Middle School, Spruill Road, the entrance to Thornhill subdivision, and Buice Road.		X					$120,000	$0	TSPLOST
8.2	Rebuild the Autrey Mill Middle School western driveway to improve safety and allow school bus access.			X				$345,000	$345,000	None
8.3	Study Brumbelow Road at the intersection of Tuckerbrook Lane.	X						$30,000	$30,000	None
8.4	Construct a roundabout on Brumbelow Road at the intersection of Tuckerbrook Lane.		X					$1,000,000	$1,000,000	None
8.5	Study Buice Road at Candacraig Road and Spruill Road.			X				$50,000	$50,000	None
8.6	Study Taylor Road at the entrance to Chattahoochee High School.		X					$30,000	$30,000	None
8.7	Study East Morton at the entrance to the Atlanta Chinese Christian Church North.		X					$30,000	$30,000	None
8.8	Study Findley Road at the entrance to Findley Oaks Elementary School.					X		$30,000	$30,000	None
8.9	Study Parsons Road at Wilson Road, the entrance of Glenhurst, Wilshire Chase Drive, Hampstead Way, Stonefield Landing, Highgate Manor Court and Stonegrove Overlook					X		$120,000	$120,000	None
8.10	Study Bell Road at the new Bell Road Connector, the entrance to the new Cauley Creek Park, and the intersections with Rogers Circle	X						$70,000	$0	Park Bonds
8.11	Study Barnwell Road at Jacobean Entry, Aubusson Entry, Barnwell Elementary School, Peak Drive, Rivermont Parkway, Fairway Ridge Drive, Niblick Drive and Sandy Lane Drive.		X					$150,000	$150,000	None
8.12	Reduce sharp curve where Jones Bridge Road becomes Barnwell Road.		X					$418,000	$418,000	None
8.13	Add turn lanes and regrade the intersection of Barnwell and Holcomb Bridge Roads.	X	X	X				$5,800,000	$0	TSPLOST, GDOT

PEDESTRIAN AND VEHICULAR TRANSPORTATION/COMMUNITY FACILITIES

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
	9. Miscellaneous Transportation Projects									
9.1	Develop a Comprehensive Transportation Plan that promotes multi-modal transportation system	**X**						$0*	$0	None
9.2	Study the traffic impacts of the new Cauley Creek Park, and design roadway improvements that maintain the countryside character of Rogers Bridge, Rogers Circle, Bell, and Boles Roads.	**X**	**X**					$7,000,000***	$2,083,620	TSPLOST
9.3	Study intersection improvements at State Bridge Road and Medlock Bridge Road, and if feasible, separate the two roads with State Bridge Road traveling under Medlock Bridge Road. If not physically feasible, then explore adding right-turn lanes in all directions to eliminate left turns at the intersection. Also, study the feasibility of separating all pedestrian movements from vehicular movements by creating pedestrian pathways under / over the intersection.	**X**	**X**	**X**				$8,000,000***	$0	TSPLOST
	Subtotal							**$307,079,990**	**$68,766,990**	

* In-house
**Project cost is included in the TSPLOST project budget.
*** Project cost includes both the design and portion of the construction.

Table 24: Community Work Programs (Community Facilities)

	Description	Time Frame						Total Cost	General Fund Portion	Othe Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
1.1	Design and construct a new fire station at 4795 Kimball Bridge Road.	**X**	**X**	**X**				$2,500,000	$2,500,000	None
1.2	Renovate the property purchased at 11360 Lakefield Drive into the new City Hall.	**X**	**X**					$15,000,000	$520,589	COPS Issuance
	Subtotal							**$17,500,000**	**$3,020,589**	

Table 25: Community Work Programs Summary

Community Work Program Category	Total Cost	General Fund Portion
Land Use	$0*	$0
Economic Development	$0*	$0
Parks, Open Space, and Natural Resources	$45,212,917	$15,685,200
Pedestrian and Vehicular Transportation	$307,079,990	$68,766,990
Community Facilities	$17,500,000	$3,020,589
Total	**$369,792,907**	**$87,472,779**

* In-house

Design
Face-to-face
Surveys
Citizens
Online
Meetings
Festivals
Council
Community
Web-based
Engagement
Revisions
Stakeholders
Interviews

APPENDIX

In November 2008, the City of Johns Creek adopted its inaugural Comprehensive Plan. Major updates to the Comprehensive Plans are required every ten years. Due to increased development activity, a desire to confirm the community's vision for the City's future, and the anticipated community engagement process, the 2018 Comprehensive Plan effort began in the spring of 2016.

The 2018 Comprehensive Plan included an extensive community engagement process that reached participants face-to-face at community meetings, stakeholder interviews, and community events. Additionally, the community participated through online surveys and web-based feedback. Revisions and course corrections throughout the process, including a full re-draft, were completed to ensure the resultant plan reflects the full range of community needs and values.

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COMMUNITY ENGAGEMENT

Community Engagement in the Comprehensive Plan

The Community Engagement was conducted in each of the four phases of the planning process.

PHASE 1
Community Education

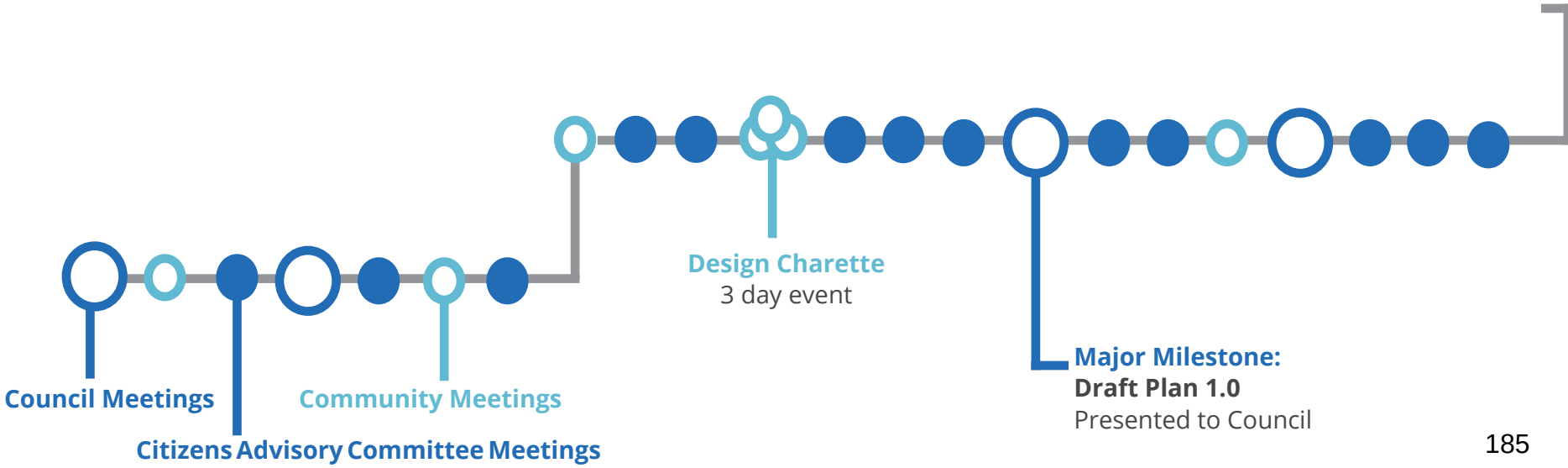
Community Outreach Highlights

>> Website
>> Online survey
>> Elementary School Events
>> Leadership Johns Creek
>> Interviews of Stakeholders
>> 2 Council Meetings
>> 2 Community Meetings
>> 3 Citizens Advisory Committee Meetings

PHASE 2
Plan Development

Community Outreach Highlights

>> Elementary School Events
>> 2 Council Meetings
>> 2 Community Meetings
>> 1 Design Charette (3 days)
>> 10 Citizens Advisory Committee Meetings
>> Farmers Market & Touch-a-Truck Event
>> Johns Creek Community Association Annual Meeting



PHASE 3
Plan Refinement

Community Outreach Highlights

>> International Festival Booth
>> Student Leadership Johns Creek
>> 2 Council Meetings
>> 9 Community Meetings
>> 3 Citizens Advisory Committee Meetings

Major Milestone:
Request to Re-Draft
Council agreed

Major Milestone:
Draft Plan 2.0
Presented to Council

PHASE 4
Plan Consideration

Major Milestone:
Final Plan
Presented to Planning Commission

TO BE COMPLETED

Reviewed by
Atlanta Regional Commission and
Department of Community Affairs

Major Milestone:
Final Plan
Adopted by Council

COMMUNITY ENGAGEMENT

Community Involvement

This Comprehensive Plan is the result of a two-year community-oriented planning process. From the earliest efforts planning for the update (in the spring of 2016) to the Comprehensive Plan to the completion of the final draft (in the fall of 2018), the City recognized its success or failure would be dependent upon the degree to which the community was engaged and involved.

The City's efforts to engage and involve the community included outreach to raise awareness and educate about the process, information-seeking to shape and guide the drafting process, and feedback to refine and adjust the plan elements.

Each element of the Comprehensive Plan was prepared with opportunity for involvement and input from stakeholders and the general public. Revisions and course corrections throughout the process were completed to ensure the resultant plan reflects the full range of community needs and values.

Project Brand, Logo, and Tagline

In the spring of 2016, staff developed a brand, logo, and tagline for the planning effort: Connect Johns Creek - shape an exceptional future. The logo, the shape of the City formed with small squares simultaneously represents and symbolizes the City's diversity, how the whole is greater than the sum of its parts, and how each neighborhood and community plays an important role in the overall process.

The Connect Johns Creek logo makes use of the City's three brand colors: blue, orange, and green. The tagline, "shape an exceptional future" also links back to the City's tagline "to be the exception." The strong connections to the City in colors and word choice assisted in early adoption and legitimacy of the planning effort.

Stakeholder Identification

Also in the spring of 2016, staff developed a list of stakeholder groups who needed to have a voice in the development of the plan. Key groups included elected and appointed officials and members of communities including real estate, economic development, business, education, religious, arts and culture, and residents.

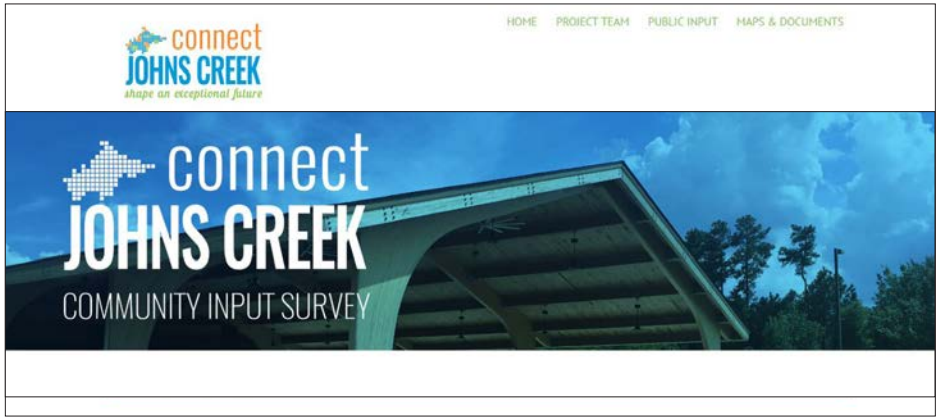
Initial Outreach and Education Push

In the summer of 2016, the project website was launched, an online community survey was opened, and the City called for nominees to steering committee or Citizens Advisory Committee.

Website

A project website, www.connectjohnscreek.com, was created and used as part of the outreach strategy.

The website provided information including a schedule of meetings, community survey link, contact information for the team, presentations and summaries of workshops and workshop exercises, and the draft plan.



Community Survey

On August 29, 2016, a community survey was posted to the website. The survey was intended to gather initial feedback and preferences from the community. The survey included questions about location and scale for a Town Center, transportation modes and methods, economic development and entertainment, and visual preference questions with options for housing, commercial buildings, and transportation design.

The survey was closed briefly for editing in January 2017 but was otherwise available to the community through April 7, 2017. Additionally, hard copies of the survey were available at community education sessions, workshops, and City Hall. In total, 707 survey responses were recieved.

Elementary School Outreach - Medlock Bridge Elementary

On September 2, 2016, staff conducted a city planning exercise with the 4th and 5th graders at Medlock Bridge Elementary. Staff gave a brief presentation boiling planning down to basics - setting rules for what kinds of things can be developed and making sure that development is organized, safe, and makes our city look nice. Students were divided into groups of ten, given a series of planning guidelines, and challenged to build an ideal city using colored tiles representing different land uses. Between 140 and 150 students attended each of the hour-long sessions.

Community Outreach - Leadership Johns Creek

On September 8, 2016, staff conducted a city planning exercise with Leadership Johns Creek.

Roughly 30 community leaders viewed a presentation about the comprehensive planning process and were broken into teams for the planning exercise.

Each team was challenged to not only build their ideal city with colored tiles and planning guidelines but given constraints and goals reflective of development pressures and groups within the City. For example, the 'commercial developer' role encouraged commercial developments at crossroads where the 'conservationist' role pushed to preserve parkland, natural resources, and open space.

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COMMUNITY ENGAGEMENT

Connect Johns Creek Citizens Advisory Committee Members

On September 26, 2016, the Citizens Advisory Committee (steering committee) was appointed by the Mayor and City Council. Each of the over 100 individuals that nominated themselves to serve on the committee were asked to identify which stakeholder communities they belonged and could lend insights. Ultimately, the 26 individuals appointed included representatives of each stakeholder group.

Elected Officials:
Bob Gray, Councilmember
Jay Lin, Councilmember
Lenny Zaprowski, Councilmember

Appointed Officials:
Chip Floyd, Planning Commission

Real Estate Community:
Edward Pease
James Toth

Economic Development Community:
Anand Thaker

Business Community:
Mike Briselten
Kathleen Hulsey
Lu Post
Jason Williams

Education Community:
Denise Harold
Irene Sanders

Religious Community:
Rhena Spector
Janet Yuen

Arts & Culture Community:
Karen Daniel
Lisa Olson

Residents:
Michael Pelot-Hobbs
Lavanya Ramanujan
Tom Roberts
Brian Skeens
Raghava Tadavarthi
James Turbyfill
Melissa Ummed
Mark Venco
Margot Vetrovsky

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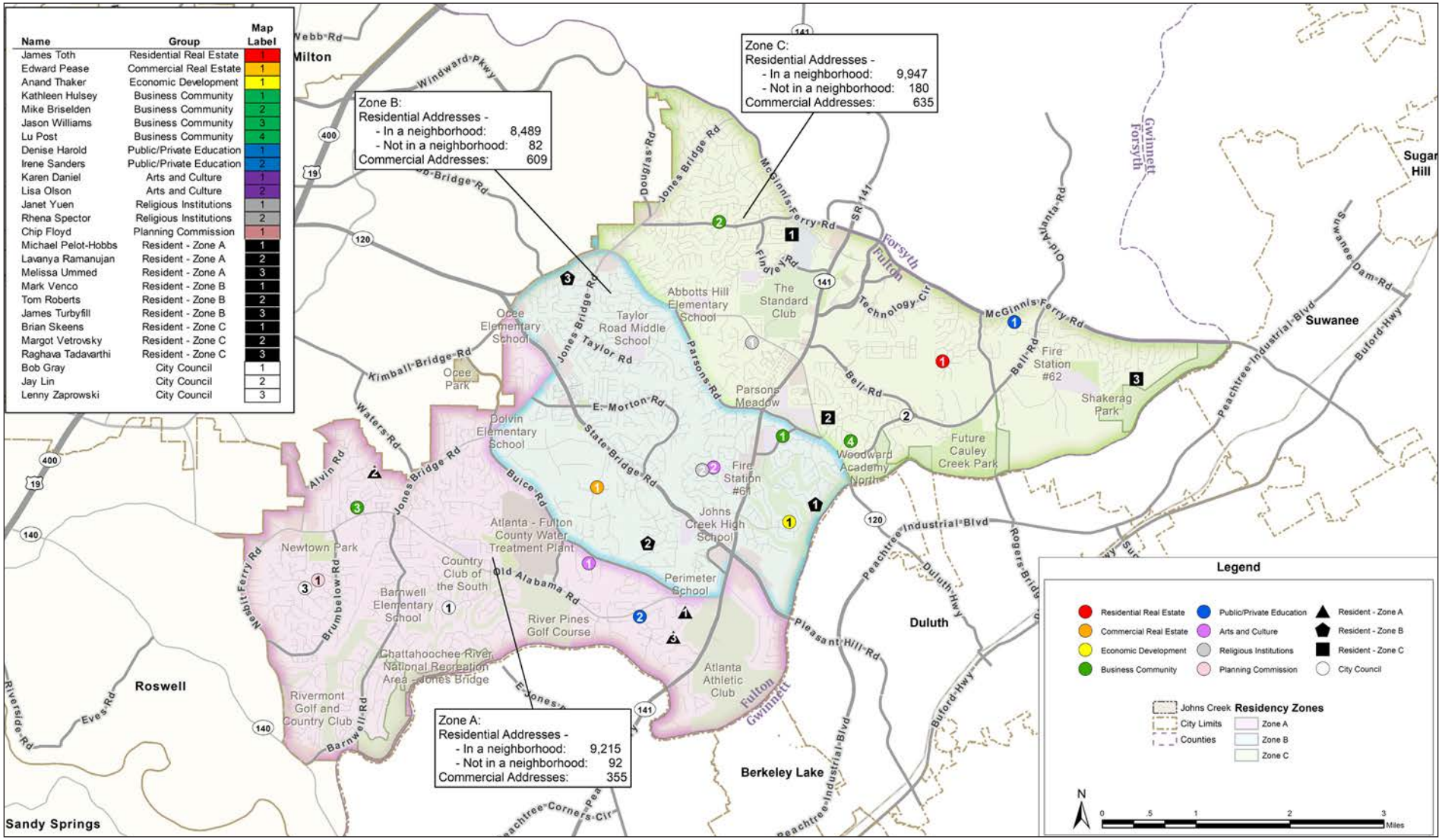
Connect Johns Creek Citizens Advisory Committee Members Distribution Map



COMMUNITY ENGAGEMENT

Interviews of Key Stakeholders

Between September 29, 2016 and October 6, 2016, interviews were conducted with key stakeholders (including the Mayor and City Council, the City Manager, and representatives from several boards and commissions). The purpose of direct interviews with key stakeholders was to gather insight on issues and opportunities impacting Johns Creek. The interviews provided insights to challenges, opportunities, important issues, aspects in need of attention, areas with the greatest potential to change, as well as background related to transportation, economic development, arts and culture, and land use.

Community Meeting - #1

On September 29, 2016, the first community meeting was held. The meeting was designed as an educational session to increase community awareness and understanding of placemaking. A presentation was given by Joe Kohl of Dover, Kohl & Partners and Paul Moore of Nelson Nygaard. The presentation highlighted placemaking and national trends showing how shifts in preferences impacts how cities are designed. The presentation also covered neighborhood design and how transportation networks influence land use and design.

Citizens Advisory Committee - Meeting #1

On October 8, 2016, the Citizens Advisory Committee (CAC) met for the first time. The all-day session began with a presentation on the planning process and existing conditions. After the presentation, attendees went on a tour of communities in the Atlanta Region to see examples of what future development could look like in Johns Creek. The group visited Glenwood Park and Inman Park in Atlanta, and downtown Woodstock, Georgia.

City Council Meeting - Process Discussion

On October 10, 2016, as part of the City Council Meeting, staff discussed the process and initial education session with the Mayor and City Council. Staff confirmed materials presented at the education session and for the community survey were available online (at www.connectjohnscreek.com). Staff also assured Council national trends and examples presented were not intended to be replicated in Johns Creek but shared to spur a greater conversation and a continuum of options.

Community Outreach - Arts Festival

On October 15, 2016, in an effort to bring the planning process to the people, the City staffed a booth at the Johns Creek Arts Festival. Staff advertised the planning workshops to be held in coming weeks, encouraged participation in the online survey, and answered questions about the comprehensive planning process.

Citizens Advisory Committee - Meeting #2

On October 27, 2016, the Citizens Advisory Committee (CAC) met for the second time. The meeting opened with CAC members sharing their main takeaways from the tour conducted on October 8, 2016 and reviewed comparison data about the communities visited. The Project Team reviewed the City's previous (2008) comprehensive plan, including the vision statement and the future development map, and discussed whether or not they were still appropriate for the community. Afterward, the CAC and Project Team discussed transportation goals and big ideas.

Community Meeting - #2

Also on October 27, 2016, a second community meeting was held. This meeting was designed as a planning workshop. Approximately 30 residents were in attendance. The meeting introduced the comprehensive planning process; reviewed

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the 2008 Comprehensive Plan; compared demographics (then and now); reviewed the 2008 future development map; and discussed the existing conditions analysis including land use, zoning, transportation, and economic development conditions. Vacant land and shopping centers with low vacancy rates were highlighted and presented as areas most susceptible to change.

After the presentation, attendees were divided up into groups to conduct a SWOT analysis. Each group reported back strengths, weaknesses, opportunities, and threats to land use, economic development, and transportation.

A major takeaways from the workshop included the importance of the City's single-family residential character, need for relief to traffic congestion (the top complaint of residents), and a desire for a town center or group of village nodes.

Citizens Advisory Committee - Meeting #3

On November 10, 2016, the Citizens Advisory Committee met for the third time. The meeting began with a presentation of the results from the SWOT exercise conducted during the planning workshop that took place on October 27.

The Project Team then had each member share a goal for the project informed by the SWOT results. This resulted in 19 goals which were to be discussed in the community planning workshop that evening and ranked by citizens in order of importance.

Community Meeting - #3

November 10, 2016 the planning workshop marked the beginning of the development phase for the plan. Advertised as an official Public Hearing, approximately 20 residents attended and heard the presentation about the process to be used to develop the plan and opportunities for participation. Two exercises were conducted at the meeting. The first exercise took the 19 goals formulated by the Citizens Advisory Committee (CAC) and prioritized them. Meeting attendees were broken up into groups and tasked with ranking the goals from 1 to 19, with 1 being the most important

goal. A group leader from each table read their rankings out loud and explained the reasons behind their choices. The team recorded them and tallied a composite list.

The second exercise involved reviewing the Character Areas from the future development map created in 2008. There was a split amongst attendees between consolidating some of the 12 Character Areas and preserving them. Meeting attendees used trace paper to draw over the Character Area maps to identify consolidations and to begin thinking about nodes or city center locations. The Project Team concluded after this meeting that there was confusion amongst residents about the intent of the future development map, and whether or not it should be revised. Once again, the desire for a town center or village nodes was expressed by most in attendance, but there was disagreement as to where in the City they should be located.

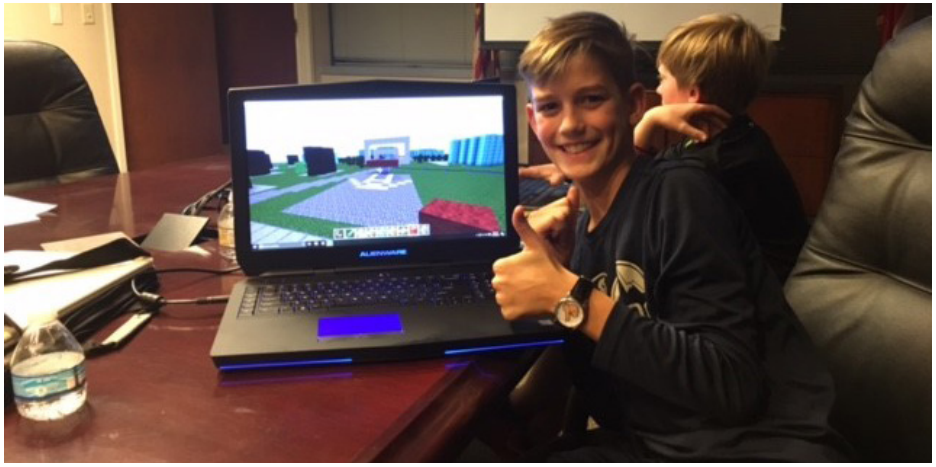
Student Engagement - Minecraft

For the November 10, 2016 workshop, the City encouraged parents to bring their children for a concurrent Minecraft activity. The City's GIS team built five Minecraft Worlds centered around different key intersections in the City (such as Medlock Bridge at State Bridge). The children "built" a future Johns Creek using the interactive computer game. Over the course of the comprehensive planning process, 90 individuals downloaded the Minecraft Worlds to "build" a future Johns Creek.

Elementary School Outreach: Findley Oaks Elementary

On November 18, 2016, staff conducted a city planning exercise with the 4th and 5th graders at Medlock Bridge Elementary.

Between 140 and 150 students attended each of the hour-long sessions. After a brief presentation on planning the students were divided into groups of ten, given a series of planning guidelines, and challenged to build an ideal city using colored tiles representing different land uses. Students were encouraged to check out the Minecraft Worlds and talk to their parents about attending the planning workshops.



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COMMUNITY ENGAGEMENT

Citizens Advisory Committee - Meeting #4

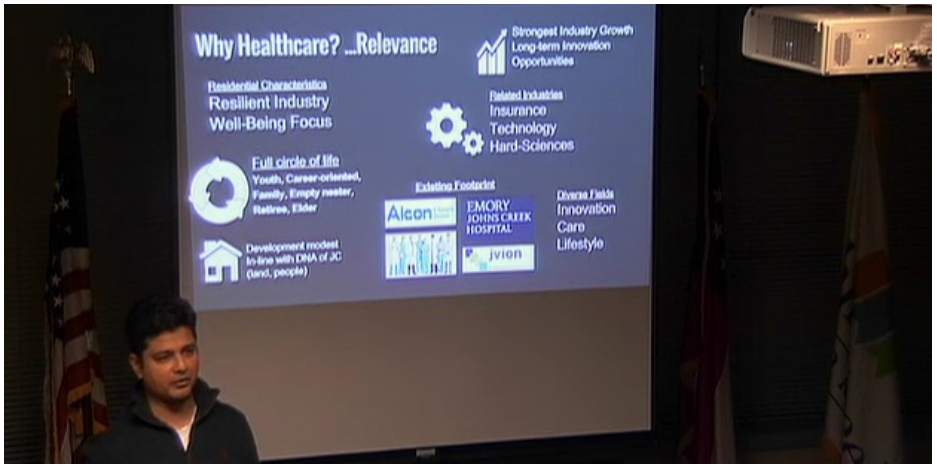
On December 15, 2016, the Project Team met with the CAC to have a group discussion on goals, the vision statement, and to view a presentation from one of the committee members. Everyone began discussing the top ten goals that were ranked at Workshop #2. During this discussion, the committee categorized the goals into land use, quality of life, and economic development. This helped synthesize goals and to determine if any of them should be combined, or become objectives that may be incorporated into an updated vision statement. The group then began to review the 2008 comprehensive plan's vision statement, as well as the vision statement from the City's 2016 Strategic Plan.

Lastly, Anand Thacker of the CAC gave a presentation on a "Big Idea" for the city's future - iHeartJohnsCreek. Anand suggested incorporating health, wellness and healthcare innovation into the City's comprehensive plan and using this focus as part of the City's identity and lens by which to focus the implementation of the Strategic Economic Development Plan.

Citizens Advisory Committee - Meeting #5

On January 19, 2017 the CAC reconvened to continued the discussion on the goals. The ten goals that had been previously discussed at the previous meeting were grouped into four primary goals focusing on: creating a citywide multi-modal transportation network; creating a city identity; expanding economic development opportunities; and, providing superior recreational and cultural activities citywide. A fifth goal was introduced by City staff to ensure that the City's future zoning ordinance and development regulations would be updated to reflect this plan. The discussion of the goals led to reviewing two proposed vision statements, and ultimately selecting a preferred option.

Lastly, the staff shared the City Council's recent announcement of the purchase of the property located at 11360 Lakefield Drive in Technology Park as the new City Hall location was discussed. Most everyone thought the location was a strong one, as proximity to a new park and the City's investment will help redevelop the Technology Park area. Most felt this location would become the Town Center location; however, they believed the City should



continue to prioritize the redevelopment of shopping centers to become live-work-play neighborhood villages.

Community Meeting #4 - Three-Day Charrette

From January 24 - 26, 2017, a three-day charrette / planning workshop was conducted.

On January 24, 2017, the Project Team met to discuss progress to date and reviewed existing conditions. Next, the team conducted site visits to potential redevelopment nodes: the Newtown Park area, the SR 141/Medlock Bridge Road/State Bridge Road area, and Technology Park. Afterwards, transportation improvements for those areas were discussed and an exchange of general ideas followed. The team broke up into small groups to begin sketching out potential redevelopment ideas for each node.

An open house was offered that evening to gather input on the vision statement, goals, and redevelopment ideas; to showcase progress to date; and to present current survey results.

On January 25, 2017, the Project Team continued to work on concept development, and began translating their ideas to a 3-D medium to better portray their ideas to the community.

The evening of January 25, 2017 a community education session was conducted. Joe Minicozzi of Urban 3 gave a presentation on economic development, specifically as it relates to Johns Creek. The presentation showed a breakdown of Johns Creek's tax values, how they compare to other cities and counties in the Atlanta Region, and how other cities around the country have been able to boost their tax base through redevelopment. It was stressed throughout that in order to be successful in the long run, the City needs to find ways to increase their assets to offset growing liabilities. Both community education sessions were streamed live through Johns Creek's website, and the videos could be accessed by the public after the sessions.

On January 26, 2017, the finishing touches were added to concept plans and displays were prepared for the open house. At the open house, Adam Williamson of TSW gave a presentation to explain

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node concepts, land use and transportation recommendations, and to answer any questions that the community had. Attendees gave constructive feedback to the concept plans and preliminary recommendations presented.

Citizens Advisory Committee - Meeting #6

On February 2, 2017, the CAC convened to discuss the results and materials produced at the three-day charette. First, a presentation was given by the Project Team on draft land use and transportation concepts developed thus far. The CAC reviewed three alternatives for Medlock Bridge Road that could be implemented in place of the TSPLOST's widening the road to six lanes. Additionally, a trail map was presented to show a potential multi-use trail system throughout the City. Next, the CAC reviewed design concepts for the Newtown Park area, SR 141/Medlock Bridge Road at State Bridge Road, and Technology Park. These concepts showed a gridded street system with smaller blocks that would increase walkability. Land uses were not defined in the design concepts as they will be dependent on market conditions. Following the Project Team's presentation, each member of the CAC was given time to speak about their personal opinions on all items discussed.

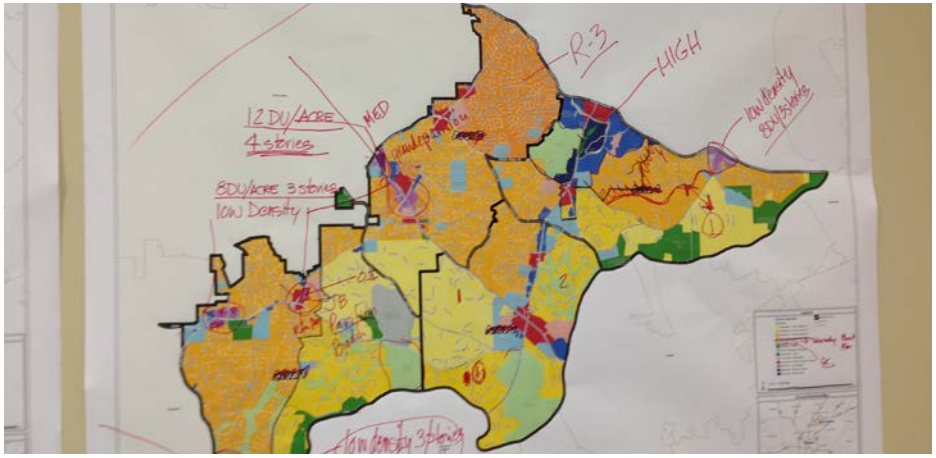
Key takeaways from this meeting:

- Transportation plans and ideas need more detail and clarification including an overall master street plan, and a project list for roads (especially SR 141/Medlock Bridge Road).
- Support for maintaining SR 141/Medlock Bridge Road as four lanes was heard, as well as the idea to add multi-modal access for bike/ped/golf cart use.
- Translate transportation and land use initiatives into policies for additional input.
- Explore other nodes' potential in addition to the ones explored during Planning Workshop #3. The area at Jones Bridge/State Bridge was mentioned the most.

Lastly, the CAC had the idea to draft a survey to generate input on policy items to be included in the plan.

Citizens Advisory Committee - Meeting #7

On March 2, 2017, the CAC gathered to discuss the results of the



policy survey, transportation concept development, future land use map development, and the Character Area map. The results of the survey were, overall, consistent and a clear direction was given to the Project Team. Next, corridors and active transportation options were discussed. Regarding the corridors, the hot discussion topics included the possible SR 141/Medlock Bridge Road and State Bridge Road widening projects being reevaluated and whether adding six lanes to McGinnis Ferry was plausible. The Project Team shared some results of scenario modeling that indicated that widening McGinnis Ferry Road would improve peak period travel times by only a few minutes, solidifying the committee's sentiment that the road should not be widened to six lanes.

Lastly, the future land use plan and land use designations were discussed with the CAC. The Project Team reminded the committee that a future land use plan would create a clearer approach to land use and deter future legal issues. While generally supportive of the future land use plan, the CAC requested that the project team prepare a more detailed study based on residential areas to better guide their input. Next, residential densities were discussed, and it was determined that the previous comprehensive plan's prediction of an additional 14,000-15,000 units was no longer appropriate, and a new, more realistic number would be recommended by the Project Team.

Citizens Advisory Committee - Meeting #8

On March 30, 2017, the CAC meeting focused on updating Character Area boundaries, developing the future land use map, and refining citywide transportation policies and projects. To make the work more manageable, staff had divided the City into four areas (Newtown; Ocee; Warsaw/River Estates/River East; and Shakerag) and a group of CAC members focused on each area.

For the Newtown area, key recommendations included adding pedestrian access and connectivity to the shopping centers and between schools and subdivisions, adding pocket parks (to relieve overuse of Newtown Park), and mitigating traffic congestion on Old Alabama Road and Barnwell Road / Jones Bridge Road corridor.
For the Ocee area, key recommendations included development of the underutilized shopping centers (such as the ones at Jones

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Bridge/Sargent/Douglas and Jones Bridge/State Bridge) into low-intensity mixed-use, walkable shopping districts; adding sidewalks to improve connectivity; and creating new ways around the intersection of Jones Bridge and State Bridge Roads, and a second egress from Taylor Road and Seven Oaks subdivision.

For the Warsaw/River Estates/River East area, key recommendations included limiting non-residential land uses along SR 141 / Medlock Bridge to only properties immediately adjacent to the road (opposed to the broader transitional areas from the 2008 Comprehensive Plan); improving traffic flow by adding roundabouts on Old Alabama Road, Abbotts Bridge Road, and Parsons Road; and requiring undeveloped parcels of land abutting residential subdivisions to conform to the zoning of the existing subdivisions.

For the Shakerag area, key recommendations included containing commercial growth within Technology Park, preserving the area's pastoral nature by limiting the density of new residential housing; encouraging change at the corner of McGinnis Ferry Road and Bell Road; improving connectivity through sidewalks and multi-use trails; and installing roundabouts on Rogers Bridge Road, Rogers Circle, and Bell Road to improve safety and flow.

City Council Work Session - Planning Update

On April 24, 2017, to inform Council's on-going TSPLOST implementation discussion, staff presented an update on the planning process and preliminary transportation recommendations with particular project recommendations for the initial implementation of TSPLOST. Staff reinforced the draft plan would be reviewed with the CAC and a community meeting was scheduled for June 1, 2017 with a City Council presentation to follow in June 2017.

Citizens Advisory Committee - Meeting #9

On April 27, 2017 the CAC met to review the first draft of the Comprehensive Plan. After making suggestions for revisions to the vision statement (calling attention to green space, health and healthcare, and vibrancy), the CAC made suggestions for revisions

to the goals and policies.

While the Project Team included policies that received a majority from the CAC previously, there was discussion on eliminating policies based on how much consensus they originally received from the CAC, and whether or not they would be well-received by the public. Lastly, a discussion about future land use map and its designations was had, and some suggestions were passed along to the Project Team.

The CAC also made requests to the Project Team with regards to making the plan even clearer for users in the form of more explanatory information and clearer photos, graphics, and maps.

Citizens Advisory Committee - Meeting #10

On May 17, 2017, the CAC met to continue their review of the draft plan. Discussions focused on transportation improvements, changes to character area boundaries, areas in need of further study, and the future land use map.

To further prioritize TSPLOST implementation projects, each CAC member was provided with $82 million of "Creek Cash" and asked to review the Tier I and II TSPLOST transportation projects, and rank them in order of their priority and importance by using their Creek Cash. The CAC members were then given another $10 million in Creek Cash and asked to do the same exercise with the Tier III TSPLOST projects. Next, each CAC members was given three dots with the numbers "1," "2" and "3" on them and were asked to rank in order of importance which activity nodes were the areas to conduct in-depth planning studies on for future redevelopment opportunities. The priority ranking of the city's activity nodes for future redevelopment planning studies are: Technology Park; State Bridge at Medlock Bridge; tied with State Bridge at Jones Bridge.

The CAC followed the review of prioritization of transportation projects with a review of changes made to the City's twelve Character Areas. The group indicated consensus with the new boundaries for the twelve Character Area.

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Additionally in reviewing the Existing and Future Land Use maps, the CAC had further discussion of which areas should be studied in more depth for redevelopment opportunities. Areas planned to included mixed-use were thought to need further study to resolve residential density, height and land use criteria.

Community Outreach - Farmers Market & Touch-a-Truck

On May 20, 2017, City staff attended the Farmers Market and annual Touch a Truck event to gather feedback and bring awareness to the comprehensive planning effort, specifically the final planning workshop. Four questions were posted on blackboards:

- "What is the biggest issue in Johns Creek other than traffic?"
- "In Johns Creek, I would preserve..."
- "If I could change/add one thing in Johns Creek to improve quality of life, I would..."
- "If I could improve traffic congestion, I would..."

Event attendees added their answers on the blackboards. Top answers ranged from integrating transit into the transportation system, to preserving green space and parks, to adding new and better quality entertainment options throughout the City.

Community Meeting #5

On June 1, 2017 the fifth community meeting was held. With nearly 60 attendees, it was the most well-attended workshop. The purpose of this workshop was to present the draft plan, and solicit input from the community to further refine the plan to meet their needs.

The workshop began with an open house, where the Project Team displayed boards showing the vision statement, goals, policies, Character Area map, future land use map, mixed use and activity node designs, and transportation improvements. All attendees were given a packet when they arrived that contained the evening's agenda and comment forms that asked for input for each idea presented, and to rank and prioritize goals, activity center development, and transportation improvements. A set of blackboards asked additional questions. Everyone was

encouraged to give their input, whether through the comment forms or the blackboards. The Project Team and members of City staff were available to answer questions.

Following the open house portion was a presentation that further explained all items presented. The Project Team explained the draft plan would be uploaded the following week, and comments were anticipated to be accepted through July 2017.

During the question-and-answer period, many expressed their desire to keep Johns Creek a bedroom community, raised concerns about density (including if the residential densities proposed for mixed use areas were too high), and expressed opposition to the TSPLOST, Tier 1 project to widen SR 141/Medlock Bridge Road.

City Council Meeting - Presentation of Draft 1.0

On June 19, 2017, as part of the Council Meeting, staff presented the initial draft of the Comprehensive Plan. The presentation highlighted the updated vision and five goals, new character area map, new future land use map (which shows 91% of the land uses remaining the same), and recommended redevelopment limits for the areas that may change of the planning horizon.

Staff also presented the plan for outreach and community input on the draft. The Mayor and Council reached consensus that the public comment period for the draft should extend through August, if not part of September, to acknowledge that a significant portion of the community vacations in June and July.

Additionally, the Mayor and Council were in consensus with staff's recommendation for the Citizens Advisory Committee to continue meeting and working to improve the plan and various draft elements.

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COMMUNITY ENGAGEMENT

Citizens Advisory Committee - Meeting #11

On June 21, 2017, the CAC met to review and prioritize the City's Community Work Program projects. The Community Work Program section of the Plan's Implementation chapter guides the City on the priority in which capital projects for Land Use, Economic Development, Transportation, Parks and Recreation and Cultural, and Community Facilities should be undertaken over the next five-to-ten-year period. The Community Work Program lists the name and description of the project, which City department is responsible for implementing the work, provides a cost estimate and source(s) of funding for the project, and also provides a timetable for when the project should be done.

CAC members discussed transportation, land use, economic development, community facility and park projects, and recommend the priority order of those projects.

Citizens Advisory Committee - Meeting #12

On August 16, 2017, the CAC met to review the draft Transportation Master Plan (TMP), to discuss the status of the comprehensive plan process, to review current public input, and to discuss how to continue to engage the public.

Many CAC members felt the Medlock Bridge and State Bridge intersection and roadway improvements needed to be designed as a comprehensive solution and not done in sections. Others argued that incremental improvements may reduce the amount of changes needed to the intersection. Most agreed that the solution needed to include pedestrian and electric cart transportation solutions. Also discussed was the list of sidewalks that the City plans to complete over the next several years.

CAC members asked if it were possible to establish local neighborhood planning units or community boards throughout the city, where citizens would be more likely to be engaged in whether sidewalks were needed on both sides of a roadway, or whether street lighting was needed or wanted, what type of park and recreational facilities should be built, etc.

Citizens Advisory Committee - Meeting #13

On October 4, 2017, the CAC met to discuss potential changes to the character areas, review community input received to-date and discuss potential changes needed on the draft plan.

Staff presented a series of options or ways which the City could be divided into character areas. After discussion, the CAC reached consensus eight distinct areas best represented the City and by rebranding them as "community areas" (instead of character areas), the desired engagement results may be more likely.

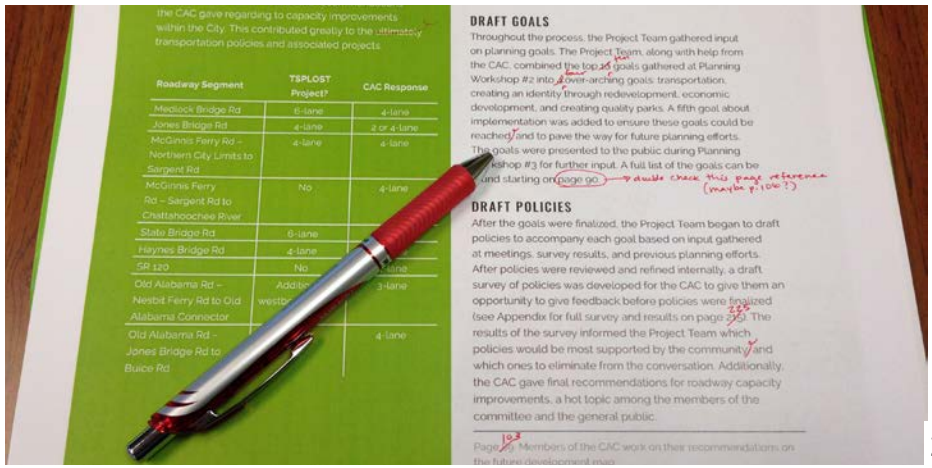
The CAC reviewed community input received to the draft plan. Common themes of community feedback and reaction included:

- Hard to read and process
- Revisit character area boundaries (such as Shakerag)
- Revisit Holcomb Bridge Road Shopping Center (density)
- Revisit residential density and growth (such as Parsons Road)
- Revisit widening ideas along residential areas
- Preserve established residential areas

Building off the community area discussion and considering community feedback received, staff presented a ten-page handout focusing on the Ocee Community Area as a potential way to refocus the plan by using creating mini-plans (short, roughly ten-pages, each focused on a community area).

The CAC reached consensus the best strategy would be to have staff rewrite the Comprehensive Plan as a series of mini-plans to address the identified community concerns. Additionally, by presenting as a series of community area plans, residents may be more engaged and likely to provide feedback. Staff acknowledged that clarity could be added to the document by providing explanation and removing jargon while filling in the missing pieces about each community area and their needs as discussed in prior CAC meetings.

To keep the project on the adoption schedule, staff agreed to the aggressive schedule of a complete rewrite completed by January 2018 and asked the CAC to brainstorm methods and means for greater community involvement on the new draft.



COMMUNITY ENGAGEMENT

City Council Meeting - Request to Create Draft 2.0

On October 16, 2017, as part of the City Council Meeting, staff presented the Citizens Advisory Committee recommendation to re-draft the comprehensive plan and reviewed the community feedback that could be addressed in a re-draft or as revisions.

Staff explained the proposed re-draft would lengthen the project schedule but could be completed in-house and reviewed by the Citizens Advisory Committee before returning to a City Council Meeting for re-release to the public in early 2018. Council concurred with the CAC recommendation for the re-draft.

Johns Creek Community Association - Annual Meeting

On January 23, 2018, at the Johns Creek Community Association Annual Meeting, staff presented an overview of the on-going re-draft process, called for support and assistance in gathering feedback to the new draft upon its release, and answered questions about the planning process. Representatives of several homeowners associations present agreed to host community meetings to locally review the new draft.

Citizens Advisory Committee - Meeting #14

On January 24, 2018, the CAC met to review the second draft of the Comprehensive Plan written by City Staff.

Overall, CAC responded favorably to the rewrite highlighting readability and flow. The CAC spent time reviewing the goals and policy statements and made recommendations for adjustment to better clarify intent. For example, within transportation, specificity of number of lanes was removed from various roadways and replaced with description of how roadways should look and feel. Within the recreation goal, additional language was proposed to protect the existing public and private golfing facilities as green space, or enhancements to the conservation zoning district, that would allow a transfer of the development rights to another location, or to preserve a large percentage of the land by developing on a much smaller percentage of the land (i.e. 75% preserved, 25% developed).

CAC members reviewed the Community Area maps and made adjustments (such as shifting the Foxworth subdivision and the Camden Village shopping center to the River Estates Community

Area instead of the Newtown Community Area). The CAC members completed their review of five of the eight Community Areas: Autrey Mill, Johns Creek North, Medlock Bridge, Newtown, and River Estates. An additional meeting was scheduled to review the three remaining Community Areas and to discuss the proposed parks, trails, and transportation projects.

Citizens Advisory Committee - Meeting #15

February 1, 2018, the CAC met to review of the three remaining Community Areas: Ocee, Shakerag, and Tech Park and review implementation (park, trail, and transportation) projects.

For Ocee the CAC confirmed the desire for both existing commercial shopping centers (Grande Pavilion shopping center and the Goodwill shopping plaza) to redevelop as mixed use. In Shakerag, the CAC supported the proposed reduction in residential density from three units per acre to one unit per acre. The CAC also reached consensus for Tech Park. The core, roughly 100 acres, should redevelop as high-intensity mixed-use (up to 16 residential units per acre and up to five stories and 60 feet in height) and some percentage of new buildings should be allowed to go up to eight-stories and 120 feet in height if they meet three conditions: be an economic benefit to the City, be able to increase public green space by shifting the building's footprint up and not out on the ground, and be iconic in architectural style.

The second half of the meeting focused on the parks, trails, and vehicular projects proposed in each Community Area. The CAC members discussed the priority of new sidewalks and trails and concluded that missing sections of sidewalks and trails connecting to schools were the top priority, followed by sidewalks and trails connecting parks and shopping centers. The major City-funded roadway improvement projects include roundabouts, left-turn lanes and a few pedestrian underpasses.

The CAC members were polled on how to do better outreach and engagement of Johns Creek residents. The majority of the CAC members recommended night meetings on weekdays. Also recommended was reaching out to advertise with elementary school children to reach their parents, as well as working with the religious organizations throughout the City.

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COMMUNITY ENGAGEMENT

City Council Meeting - Presentation of Draft 2.0

On February 26, 2018, as part of the City Council Meeting, staff presented re-drafted comprehensive plan. Staff reviewed one Community Area as an example to convey the new, reader-friendly mini-plan approach. Each community area has a dedicated 10-14 page section reviewing the area's history, existing conditions, demographics, current land uses, future land uses, vision, build-out analysis, and implementation projects.

Staff proposed an eight-week, eight-meeting roadshow to host a community-focused meeting in each of the eight Community Areas. Additionally, staff proposed posting the entire plan online in a format that allows reviewers to leave comments on any page, chart, or map. Council concurred with staff's recommendation for the additional community meetings and online feedback.

Community Outreach - Draft 2.0

To spread the word about the new draft plan, in the three weeks leading up to the first community meeting, staff conducted a media blitz including both traditional and more innovative techniques.

18,147 flyers advertising and inviting participation in the community meetings were distributed to over 80 Johns Creek businesses, religious institutions, and municipal facilities (inlcuding 6,506 flyers sent home with elementary school children in their "Friday Folders").

Over 8,500 drink coasters with the plan website and logo were delievered to 40 different Johns Creek restaurants and distributed at municipal facilities. Staff handed out branded frisbees, drawstring bookbags, ponchos, phone pockets, and pens at the Chattahoochee High School Career Fair, community events, and municipal facilities.

Community Area Meeting #1 - Tech Park

On March 14, 2018, in the first of a series of eight community meetings, the City hosted the Tech Park community meeting in Tech Park at the Municipal Court / Council Chambers. Approximately five citizens attended. Following a presentation reviewing the Tech Park information and proposed implementation projects, staff answered questions of the attendees.

Attendees raised concerns about TSPLOST projects (specifically widening SR 141 / Medlock Bridge). Other specific feedback and questions about Tech Park included the mix of uses proposed and the timeline for implementation. Staff concluded the meeting with planning exercises including a visual preference survey to gather further feedback related to the town center.

Community Input - Student Leadership Johns Creek

On March 15, 2018, staff presented an overview of the draft plan to Student Leadership Johns Creek and conducted feedback exercises with the students. Student Leadership is a program for emerging leaders including sophomores and juniors at the four high schools serving Johns Creek.

The students completed a visual preference survey for the areas of Medlock, Ocee, and Newtown - reacting to images they thought well-represented the future of those areas or that could be improved as well as offering feedback for their vision of Johns Creek.

Community Area Meeting #2 - River Estates

On March 20, 2018, the Thornhill Community Clubhouse hosted the River Estates Community Meeting. Approximately 45 residents attended. Before the presentation, staff greeted citizens as they arrived to glean feedback on presentation boards displaying proposed transportation and sidewalk/trail projects.

Following a presentation reviewing the River Estates information and proposed implementation projects, staff answered questions of attendees. Attendees raised concerns about TSPLOST projects (specifically widening SR 141 / Medlock Bridge and widening of Old Alabama) and asked questions about the build-out analysis, future development of large tracts in the area (Heisman Field, Bayard, etc.), and environmental sensitivity in the River Corridor.

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COMMUNITY ENGAGEMENT

Community Area Meeting #3 - Medlock

On March 21, 2018, St. Benedict's Taylor Lodge hosted the Medlock Community Meeting. Approximately 62 citizens attended. Staff gave residents handouts with proposed transportation and sidewalk/trail projects and asked residents to indicate whether or not they supported proposed improvements and add in other projects they would like to see in the area.

Following a presentation reviewing the Medlock information and proposed implementation projects, staff answered questions of attendees. Attendees pointed out areas for improvement in the plan including better connecting the goals to the vision for the community areas, raised concerns about TSPLOST projects (specifically the widening of SR 141 / Medlock Bridge), and asked questions about topics including the build-out analysis and proposed future land use for different undeveloped tracts.

City Council Council Meeting - Planning Update

On March 26, 2018, to keep Council informed and respond to community input to the second draft, staf presented an update. Staff reviewed the current process to solicit feedback to the draft from the community, future meetings scheduled, and next steps in the process. Council shared feedback they had recieved and suggested the addition of a ninth, overall community meeting and outreach booth at the upcoming International Festival. Staff welcomed Council's requests for additional community engagement opportunities.

Community Area Meeting # 4 - Autrey Mill

On March 28, 2018, the Autrey Mill Nature Preserve's Summerour House hosted the Autrey Mill Community Meeting. Approximately 31 citizens attended. As they entered, staff gave residents handouts with proposed transportation and sidewalk/trail projects and asked residents to indicate whether or not they supported proposed improvements and add other projects they would like to see in the area.

Following a presentation reviewing the Autrey Mill information and proposed implementation projects, staff answered questions of attendees. Attendees raised concerns about TSPLOST projects

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(specifically the widening of Old Alabama, SR 141 / Medlock Bridge, and State Bridge), asked questions about potential roundabouts in the area, discussed the pastoral nature of the area, inquired about zoning implementation tools, and made suggestions for the Town Center in Tech Park.

Community Area Meeting # 5 - Johns Creek North

On March 29, 2018, the Seven Oaks Clubhouse hosted the Johns Creek North Community Meeting. Approximately 24 citizens attended. After a staff presentation reviewing the Johns Creek North information and proposed implementation projects, staff answered questions of attendees.

Attendees asked questions about the proposed mixed use redevelopment at the intersection of Jones Bridge Road and Douglas Road, raised concerns about TSPLOST projects (specifically the widening of Jones Bridge, Kimball Bridge, and McGinnis Ferry), and indicated support for a community gathering area. Attendees were also provided handouts and asked to indicate whether or not they supported proposed transportation and sidewalk/trail projects and add other projects they would like to see in the area.

Community Area Meeting # 6 - Ocee

On April 11, 2018, the Cameron Forest Clubhouse hosted the Ocee Community Meeting. Approximately 22 citizens attended. After a staff presentation reviewing the Ocee information and proposed implementation projects, staff answered questions of attendees.

Attendees inquired about potential mixed use redevelopments envisioned in the area, inquired about build-out on remaining smaller residential properties, raised concerns about widening roadways, and suggested investments in traffic signalization rather than widening.

Attendees were also provided handouts and asked to indicate whether or not they supported proposed transportation and sidewalk/trail projects and add other projects they would like to see in the area.

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COMMUNITY ENGAGEMENT

Community Area Meeting # 7 - Shakerag

On April 19, 2018, the Shakerag Community Meeting was hosted at the United Methodist Church. Approximately 19 citizens attended. After a staff presentation reviewing the Shakerag information and proposed implementation projects, staff answered questions of attendees.

Attendees inquired about built out analysis, undeveloped tracts of land in the Shakerag area, future development of Cauley Creek Park and Bell/Boles Park, and remaining steps in the implementation process. Attendees were provided handouts and asked to indicate whether or not they supported proposed transportation and sidewalk/trail projects and add other projects they would like to see in the area.

Community Outreach - International Festival

On April 21, 2018, City staff attended the inagural Johns Creek International Festival to gather residents' opinions about town center height, building facade, and desireable features. Attendees gave feedback by adding green dots to visual preference exercises around each of the feedback areas. In total, 3,183 green dots were posted to feedback sheets:

- 575 green dots / votes related to height
- 436 green dots / votes related to building facade
- 1,032 green dots / votes related to desirable features (such as entertainment, cafes, performing arts center, restaurants)
- 1,140 green dots / votes for desirable improvements (such as a village green, connectivity, outdoor gatheirng space)

Additionally, staff handed out promotional items to encourage attendees to join in the conversation at one of the remaining community meetings or give feedback to the plan online as well as answered questions about the planning and implementation process.

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Community Area Meeting # 8 - Newtown April 24, 2018

On April 24, 2018, Mount Pisgah hosted the Newtown Community Meeting. Approximately 48 citizens attended. After a staff presentation reviewing the Newtown information and proposed implementation projects, staff answered questions of attendees.

Attendees inquired about the build-out analysis, suggested the proposed low-density mixed-use at the three adjacent shopping plazas near Newtown Park should be limited to one of the shopping centers (on a first-come, first-served basis), expressed concerns about TSPLOST projects (specifically widening Haynes Bridge and Old Alabama), and plans for Newtown Park.

Community Area Meeting # 9 - Overall / Citywide

On April 26, 2018, to conclude the series of eight community meetings, the City hosted an overall / citywide community meeting at the Municipal Court / Council Chambers. Approximately 36 citizens attended.

Following a presentation reviewing the citywide information and review of trends in feedback gathered both online, at the community are meetings, and the international festival, staff answered questions of attendees.

Attendees inquired about transportation projects, town center, potential for a moratorium until adoption, environmental considerations, and development of specific properties.

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COMMUNITY ENGAGEMENT

Citizens Advisory Committee - Meeting #16

On May 2, 2018, the CAC met to review the community feedback recieved to the draft plan and discuss edits needed before handing-off the plan to the Mayor and City Council for consideration.

Of the 146 pages of consolidated comments (including those recieved from the 282 attendees at community area meetings, over 500 comments through the website, and 20 through direct e-mail), staff confirmed the edits (improvements to historical sections, typos, and listings of subdivisions) would be corrected.

The CAC discussed the importance of connecting the vision and goals through the Community Area implementation projects. The CAC agreed to a more concise vision statement and made refinements. The CAC reviewed suggested revisions to the goals and policies incorporating and addressing community feedback. The CAC expressed appreciation for the addition of the housing and natural and historic preservation goals and reached consensus to specify protection of the Chattahoochee River Corridor and add an objective related to protection of streams and waterways.

Reviewing the future land use recommendations, the CAC confirmed the height and density recommendations for the mixed-use areas and locations. They requested addition of language in Newtown to explain the mixed-use is intended as a first-come, first-served enhancement on one but not all three corners.

On the Future Land Use map, for the three properties proposed to shift to public recreation, based on feedback recieved, the CAC reached consensus on three updates: Heisman Field (in River Estates) as undeveloped, the 25-acres (in Medlock) as Residential-2, and the Standard Club (in Tech Park) as private recreation.

Related to TSPLOST, the CAC reviewed proposed adjustments to the discussion of TSPLOST projects in each Community Area and made further suggestions for improvement. The CAC then reviewed the transportation and trail improvement projects and reached consensus that the final maps and project lists should include both the initial recommendations and any projects suggested by community members.

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Citizens Advisory Committee - Approval of Plan

On May 11, 2018, the CAC recieved an electronic copy of the Plan (updated to include the revisions discussed at their May 2, 2018 meeting) and Appendix A for final review and sign-off.

The CAC members were asked to review the documents and share feedback as to if further edits were needed, if an additional meeting was needed to discuss major policy issues, or if the documents accurately reflected the consensus of the committee.

Several CAC members submitted minor edits but the committee members reached consensus through electronic exchange that no additional meeting was needed and the documents were ready for discussion and consideration by the Planning Commission and Mayor and City Council.

Planning Commission Meeting

On June 5, 2018, the Planning Commission conducted a public hearing to review the proposed Plan.

Nine individuals addressed the Commission with their concerns. Six individuals represented the Atlanta Athletic Club: two attorneys and four board members. Their concerns were over the Future Land Use Map designation of the 77-acre property known as the Heisman Field, which was shown as undeveloped. One resident expressed concern over the estimated total cost of projects included in the implementation plan. He cautioned that the list should be culled through and only projects where money is available and of a high priority should be included. Two residents spoke with regards to the transportation projects in the Johns Creek North Community Area and the residential density in the Ocee Community Area.

The Planning Commission recommended approving the Comprehensive Plan with revisions.

COMMUNITY ENGAGEMENT

City Council Work Session - Reviewing the Plan

On June 18, 2018, the Mayor and City Council met to review the Comprehensive Plan and feedback from the Citizens Advisory Committee and Planning Commission related to the document.

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City Council Meeting - Considering the Plan

On July 9, 2018, the Mayor and City Council met to continue their review of the Comprehensive Plan and feedback related to the document.

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City Council Work Session - Reviewing DCA / ARC Feedback

On <<date>>, 2018, the Mayor and City Council met to review feedback from the Department of Community Affairs and Atlanta Regional Commission to the Comprehensive Plan.

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City Council Meeting - Adopting the Plan

On <<date>>, 2018, the Mayor and City Council met to adopt the Comprehensive Plan.

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DATA AND CHARTS

Demographics of Johns Creek, North Fulton Cities and Atlanta Region (2017)

	Johns Creek	North Fulton Cities	Atlanta Region
Population	84,904	387,311	5,790,462
Median Age	39.4	38.1	35.9
Median Household Income	$113,383	$93,375	$60,134
Population "Greatest Gen"	4,596	16,837	235,621
Population "Baby Boomers"	15,198	78,213	1,105,043
Population "Gen X"	27,299	111,000	1,644,453
Population "Millennials"	19,417	101,995	1,620,833
Population "Gen Z"	3	48,869	784,748

Source: ESRI

Population by Age in Johns Creek and North Fulton Cities (2017)

	Johns Creek	Milton	Sandy Springs	Alpharetta	Roswell	Mountain Park	Duluth	Peachtree Corners	Suwanee
Population "Greatest Gen"	4,596	2,279	9,284	3,410	8,383	48	1,759	2,423	941
Population "Baby Boomers"	15,198	7,034	16,734	10,475	17,481	125	5,182	7,016	3,002
Population "Gen X"	27,299	11,816	28,600	20,286	27,748	150	8,990	11,668	6,038
Population "Millennials"	19,417	9,677	30,480	16,630	22,306	123	8,281	11,745	4,595
Population "Gen Z"	18,394	7,910	18,007	13,216	20,083	112	5,782	8,932	3,857
Total	**84,904**	**38,716**	**103,105**	**64,017**	**96,001**	**558**	**29,994**	**41,781**	**18,433**

Source: ESRI

Population by Race in Johns Creek and North Fulton Cities (2017)

	Johns Creek	Milton	Sandy Springs	Alpharetta	Roswell	Mountain Park	Duluth	Peachtree Corners	Suwanee
White	48,511	28,442	60,027	39,794	62,146	501	12,133	19,528	10,192
African American/Black	7,144	3,113	18,557	6,607	10,019	17	5,920	8,907	2,503
Asian	24,340	4,560	6,216	10,819	4,539	22	6,293	4,062	4,046
Hispanic	3,867	2,055	12,301	5,140	13,778	15	4,075	6,634	1,358
Other	1,042	546	6,004	1,747	5,519	3	1,572	2,650	334
Total	**84,904**	**38,716**	**103,105**	**64,017**	**96,001**	**558**	**29,994**	**41,781**	**18,433**

Source: ESRI

Educational Attainment in Johns Creek and North Fulton Cities (2017)

	Johns Creek	Milton	Sandy Springs	Alpharetta	Roswell	Mountain Park	Duluth	Peachtree Corners	Suwanee
Population with High School Diploma	4,469	2,309	8,625	3,860	8,601	24	4,784	3,826	1,865
Population with Bachelor Degree	21,959	10,838	27,440	17,531	24,105	178	5,777	9,601	4,350
Population with Graduate Degree	15,286	5,709	17,627	10,560	13,260	93	13,260	5,653	2,193

Source: ESRI

Median Household Income and Median Home Value in Johns Creek and North Fulton Cities (2017)

	Johns Creek	Milton	Sandy Springs	Alpharetta	Roswell	Mountain Park	Duluth	Peachtree Corners	Suwanee
Median Household Income	$113,383	$115,964	$76,029	$98,052	$82,702	$136,037	$61,509	$ 61,509	$ 94,394
Median Home Value	$368,725	$473,007	$480,833	$368,807	$333,289	$476,866	$200,880	$ 329,057	$ 296,162

Source: ESRI

Decades Structure Built in Johns Creek

	Residential	Commercial	Total
Prior to 1950	21	8	29
1950 - 1959	23	1	24
1960 - 1969	35	7	42
1970 - 1979	418	11	429
1980 - 1989	6,480	43	6,523
1990 - 1999	12,299	257	12,556
2000 - 2009	3,866	274	4,140
2010 - Present	1,304	43	1,347
Total	24,446	644	25,090

Sources: Fulton County Tax Assessor

DATA AND CHARTS

Population by Age in Eight Community Areas (2017)

	Autrey Mill	Johns Creek North	Medlock	Newtown	Ocee	River Estates	Shakerag	Tech Park
Population "Greatest Gen"	480	368	860	990	889	606	319	84
Population "Baby Boomers"	1,624	1,652	3,264	2,884	2,968	1,319	1,102	385
Population "Gen X"	2,377	5,217	5,327	3,997	5,275	1,333	2,732	1,041
Population "Millennials"	1,910	3,083	4,548	2,720	4,105	820	1,569	662
Population "Gen Z"	1,492	3,826	3,232	2,742	3,543	864	1,934	761

Source: ESRI

Population by Race in Eight Community Areas (2017)

	Autrey Mill	Johns Creek North	Medlock	Newtown	Ocee	River Estates	Shakerag	Tech Park
White	4,801	8,287	7,780	10,114	9,702	3,726	2,741	1,359
African American/Black	605	1,323	1,456	993	1,831	233	417	286
Asian	2,045	3,750	7,091	1,468	3,970	799	4,095	1,121
Hispanic	333	638	596	646	1,236	101	173	144
Other	93	126	160	145	421	13	59	26

Source: ESRI

Educational Attainment in Eight Community Areas (2017)

	Autrey Mill	Johns Creek North	Medlock	Newtown	Ocee	River Estates	Shakerag	Tech Park
Population with High School Diploma	399	700	1,014	788	1,633	306	204	138
Population with Bachelor Degree	2,343	3,453	4,029	4,034	4,341	1,366	1,795	598
Population with Graduate Degree	1,543	2,204	4,014	2,019	2,208	998	1,732	568

Sources: ESRI

Median Household Income and Median Home Value in Eight Community Areas (2017)

	Autrey Mill	Johns Creek North	Medlock	Newtown	Ocee	River Estates	Shakerag	Tech Park
Median Household Income	$142,052	$112,359	$109,302	$114,644	$102,734	$169,539	$122,770	$ 100,737
Median Home Value	$568,031	$363,462	$439,459	$351,488	$281,025	$658,854	$364,857	$ 347,778

Sources: ESRI

Land Use Changes in Johns Creek

Land Use Type	Current Land Use	Future Land Use	Land Use Change
Residential - 1 unit or less	3,265.0	5,772.4	2,507.4
Residential - 2 units or less	724.8	1,760.7	1,035.9
Residential - 3 units or less	5,184.0	4,789.4	-394.6
Residential - 4 units or less	2,054.3	0	-2,054.3
Residential - 5 units or more	196.8	0	-196.8
Commercial - Multi-Family	346.8	365.6	18.8
Commercial - Office	537.5	557.3	19.8
Commercial - Retail / Shopping Centers	579.5	395.0	-184.5
Mixed-Use Low-Intensity	0	177.8	177.8
Mixed-Use High-Intensity	0	98.5	98.5
Schools, Religious, Municipal	914.2	885.5	-28.7
Utilities	333.7	333.7	0
Recreational - Public	916.9	916.9	0
Recreational - Private	1,512.1	1,512.1	0
Agricultural	264.9	51.0	-213.9
Undeveloped	885.4	100.2	-785.2

Residential Build-out by Community Area

Land Use Type	Potential Residential Units Increase
Autrey Mill	36
Johns Creek North	155
Medlock	481
Newtown	616
Ocee	382
River Estates	97
Shakerag	1,204
Tech Park	2,460

REPORT OF ACCOMPLISHMENTS

Listing of projects completed or accomplished since the 2008 Comprehensive Plan.

ID	Description of Activity
C12	Convert Park Place School to a senior center
G11	Purchase land for Cauley Creek Park
NC5	Create a citywide Park Master Plan
NC6	Shakerag Park: Park Master Plan - Phase I
NC6.1	Shakerag Park: Development Plan I - Multi-use fields
NC6.2	Shakerag Park: Development Plan I - Park Improvements
NC7.1	Shakerag Park: Development Plan II - Bleachers
NC7.3	Shakerag Park: Development Plan - ADA Parking and Access Road
NC7.5	Shakerag Park: Development Plan - Multi-use trail extension behind Field #2 and Field #3
NC7.6	Shakerag Park: Development Plan - Playground with shade structure
NC7.7	Shakerag Park: Development Plan - Sidewalk extension along school access road from Rogers Circle to park entrance
NC7.14	Shakerag Park: Convert one existing grass field to artificial turf field
NC7.23	Shakerag Park: Add interpretive signage system for nature trails
NC8	Create a plan to investigate the location of future pocket parks
NC10.1	Develop the pocket park at State Bridge Road
NC12.1	Newtown Park: Development Plan II - Amenities/Pavilion
NC12.1.1	Newtown Park: Construct pavilion ADA restrooms
NC12.1.3	Newtown Park: Install pavilion lighting, staging, speakers and audio
NC12.3	Newtown Park: Development Plan, Club House - Bathroom renovations and new ADA unisex bathroom expansion
NC12.4	Newtown Park: Development Plan, Club House - New access road and ADA parking
NC12.6	Newtown Park: Add kitchen appliances for caterings events to community club house
NC12.7	Newtown Park: Pond Dredging
NC12.8	Newtown Park: Sidewalk and step connections throughout the park
NC12.13	Newtown Park: Expand community gardens by Park Place
NC12.17	Newtown Park: Convert the main soccer field grass surface into artificial turf
NC13.5	Ocee Park: Convert existing playground to an ADA accessible Playground
NC13.7	Ocee Park: Improve ADA access to Field #5

ID	Description of Activity
NC14	Locate and construct a well to provide water source for irrigation of fields at Newtown and Ocee Parks
NC16	Tournament Park Purchase at Cauley Creek
NC18	Community Park Purchase at TPA (+/- 20 acres)
T1	Design and construct intersection improvement at Jones Bridge Road at Waters Road
T2	Design and construct intersection improvement at Jones Bridge Road at Buice Road
T3	Design and construct intersection improvement at Jones Bridge Road at Morton Road
T4	Design and construct intersection improvement at Boles Road at Bell Road
T7.4	Widen Old Atlanta Road from St Marlo Country Club Parkway to McGinnis Ferry Road
T11	Old Alabama Road capacity improvements from Nesbit Ferry Road to Jones Bridge Road and operational improvements from Jones Bridge Road to Buice Road
T11.1.1	Add left-turn Lane on Old Alabama Road at Autrey Mill Nature Preserve
T12	Widen Old Alabama Road from Buice Road to Medlock Bridge Road
T13.1	Design and construct a bridge replacement on Bell Road over Cauley Creek
T13.2	Design and construct a bridge replacement on Parsons Road over Johns Creek
T13.3	Intelligent Transportation System (ITS) improvements along Jones Bridge Road from Old Alabama to McGinnis Ferry Road, Old Alabama Road from Mt Pisgah driveway to Medlock Bridge Road, McGinnis Ferry Road from Jones Bridge Road to Medlock Bridge Road, and Medlock Bridge Road from McGinnis Ferry Road to Hospital Parkway
T13.3.1	Pleasant Hill Road Advanced Traffic Management System (ATMS) from Buford Highway to Fulton County Line
T13.3.2	ITS system expansion along McGinnis Ferry Road, Abbotts Bridge Road, and State Bridge Road
T13.3.3	Traffic Control Center (TCC) Expansion
T13.3.4	Citywide signal backup power and adaptive signal control system for McGinnis Ferry Road, Medlock Bridge Road, and State Bridge Road
T13.7.1	Design and construct southbound right-turn lane on Medlock Bridge Road from State Bridge Road to Old Alabama Road. Extend northbound left-turn lane on Medlock Bridge Road at Medlock Crossing Parkway
T13.8.1	Widen Kimball Bridge Road from Old Milton Parkway to Jones Bridge Road (Engineering and Right-of-Way)
T13.8.1.1	Restripe Kimball Bridge Road from Jones Bridge Road to Kimball Parc Way
T13.8.2	Abbotts Bridge Road operational and safety improvements from Jones Bridge Road to Parsons Road (Engineering and Right-of-Way)
T13.10	Widen Jones Bridge Road from Old Alabama Road to McGinnis Ferry Road
T13.10.1	Widen Brookwood Road from McGinnis Ferry Road to Peachtree Parkway (Right-of-Way)
T13.15	Citywide ITS and Operational Improvements

REPORT OF ACCOMPLISHMENTS

ID	Description of Activity
T16	Develop concept design considering innovative intersection configurations at the intersection of State Bridge Road and Kimball Bridge Road
T17	Develop concept design considering innovative intersection configurations at State Bridge Road and Jones Bridge Road and operational improvements at Jones Bridge Road and Morton Road
T17.1	Capacity/operational improvements on Jones Bridge Road from State Bridge Road to Abbotts Bridge Road
T17.2	Intersection improvements at Jones Bridge Road and McGinnis Ferry Road
T17.3	Intersection improvements at Jones Bridge Road and State Bridge Road
T18	Develop concept design considering innovative intersection configurations at Kimball Bridge/Abbotts Bridge Road at Jones Bridge Road
T19	Intersection operational improvement at Old Alabama Road and Jones Bridge Road and capacity improvements along Jones Bridge Road from Waters Road to Old Alabama Road
T20	Intersection operational improvement at Old Alabama Road and Haynes Bridge Road
T24	Design and construct improvements along Sargent Road to provide turn lanes and improve sight distance. Design an urban compact roundabout at Sargent Road and Lexington Road
T24.1	Design and construct improvements at Sargent Road and Crossington Road to improve safety and operations
T26	Design and construct Old Alabama Road improvements from Nesbit Ferry Road to Jones Bridge Road
T26.3	Construct traffic signal at Nesbit Ferry Road and Brumbelow Road
T26.4	Prepare planning document for Nesbit Ferry Road Corridor
T27.1	Safe Routes to School - extend sidewalk along school access road from Rogers Circle to Shakerag Park entrance
T28.2	Safe Routes to School - design and construct improvements at Medlock Crossing Parkway and State Bridge Road
T32.1	Replace traffic signal and upgrade program due to structural deficient poles and weathered wiring
T32.2	Replace greenway trail light
T32.3	Radar Signs
T36	Perform repaving/reconstruction to bring main roadways and high-traffic local roads up to Pavement Condition Index (PCI) of above 70
T36.1	Neighborhood paving program
T37	Create Major Thoroughfare Plan to indicate existing and future right-of-way recommendations
T38.1	Florida “T” intersection at Sargent Roadat and McGinnis Ferry Road
T38.2	Intersection of Johns Creek Parkway and McGinnis Ferry Road
T39.1.2	State Bridge Road (westbound) right-turn from Whole Foods To Medlock Bridge Road
T39.1.3	State Bridge (westbound) left-turn extension

ID	Description of Activity
T45	Complete sidewalk along all collector and arterial roads within 1/2 mile of schools, libraries and parks, as well as along local streets providing direct access to schools, libraries and parks
T45.01	Construct sidewalks along Alvin Road
T49	Develop a plan for landscaping and parking/trailheads for the multiuse trails system
T50	Implement multi-use trails amenities previously approved by Mayor and City Council
T51	Create database of remnant pieces from the Georgia Department of Transportation and Fulton County for potential green space
T52	Create median beautification program along McGinnis Ferry Road
T53.1	Landscaping along State Bridge Road
T54	Create storm drain maintenance program
T56	Study Haynes Bridge Road between Old Alabama Road and City limit to evaluate potential for additional capacity within existing right-of-way
T56.1.1	Design and construct right-turn lane from Haynes Bridge Road onto Old Alabama Road
T57	Study Medlock Bridge Road between Old Alabama Road and State Bridge Road to evaluate potential for additional capacity within existing right-of-way
T58	Study/survey Jones Bridge Road between State Bridge Road and Douglas Road to evaluate potential for additional capacity within existing right-of-way
T62	Johns Creek Greenway along Webb Bridge Road to Big Creek Greenway

CONSISTENCY WITH REGIONAL WATER PLAN

Water Protection Regulations and Policies

The City of Johns Creek development regulations and the Connect Johns Creek Comprehensive Plan include policies that are consistent with the regional water plan and environmental planning criteria. These criteria include the Metropolitan North Georgia Water Planning district plans, Part 5 Environmental Planning Criteria of the Georgia Planning Act, and local City of Johns Creeks ordinances.

Water Supply Watersheds

Johns Creek lies within the Chattahoochee watershed. According to the Georgia Department of Natural Resources, the City is also located within the Upper Chattahoochee drinking water supply watershed. The southern border of the City is defined by the Chattahoochee River. The land along this corridor is protected by the Metropolitan River Protection Act. Additional stream buffer provisions have been enacted by the City of Johns Creek under Chapter 109, Article V of their Code of Ordinances. These include an undisturbed natural vegetative buffer of 50 feet measured horizontally on both stream banks as measured from the point of wrested vegetation. An additional setback of 25 feet measured horizontally beyond the undisturbed natural vegetative buffer prohibits impervious cover. Grading filling and earth moving shall be minimized within this setback.

Groundwater Recharge Areas

According to the Georgia Department of Natural Resources (DNR) mapping, a portion of the City is located within a groundwater recharge area. This area is labeled on the DNR's map as land with potentially thick soils which can store filter groundwater. This recharge area exists in the north/northwest portion of the City that borders Alpharetta. Special land use considerations may be warranted in the area in order to appropriately protect this important resource.

Wetlands

According to data compiled through the National Wetlands inventory, wetland areas exist at creeks, ponds and the length of the Chattahoochee River that spans Johns Creek's border. The City has adopted wetland protection policies in The Code of The City of Johns Creek. Wetlands are considered primary conservation areas which also include cemeteries, alluvial soils, various bodies of water, riparian zones, and existing slopes greater than 25% on average with a site area greater than 5,000 SF. Active recreation is prohibited in these areas unless approved by the Director of Community Development. These areas are counted as open space.

Protected Mountains

Johns Creek does not contain any protected mountains.

Protected River Corridors

The Metropolitan River Protection Act, originally adopted in 1973, protects the Chattahoochee River Corridor, a portion which is located in Johns Creek, which extends from the Buford Dam through Douglas County. The Chattahoochee River and its tributaries fall under the protection of the Metropolitan River Protection Act. 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.

Flood Plains

Johns Creek has a Floodplain Management and Flood Damage Prevention ordinance which was last updated in March of 2015. The ordinance provisions are designed to:

- Require that uses vulnerable to floods, including facilities which serve such uses, be protected against flood damage at the time of initial construction;
- Restrict or prohibit uses which are dangerous to health, safety and property due to flooding or erosion hazards, or which increase flood heights, velocities, or erosion;
- Control filling, grading, dredging, and other development which may increase flood damage or erosion;
- Prevent or regulate the construction of flood barriers which will unnaturally divert flood waters or which may increase flood hazards to other lands;
- Limit the alteration of natural floodplains, stream channels, and natural protective barriers, which are involved in the accommodation of flood waters; and
- Protect the stormwater management, water quality, stream bank protection, stream corridor protection, wetland preservation, and ecological functions of natural floodplain areas.

LIST OF SUBDIVISIONS BY COMMUNITY AREA

Subdivision Name	Community Area
Abberly Towneship	Ocee
Abbotts Bridge Place	Medlock
Abbotts Chase	Johns Creek North
Abbotts Cove	Johns Creek North
Abbotts Falls	Medlock
Abbotts Landing	Ocee
Abbotts Mill	Medlock
Abbotts Pond	Ocee
Abbotts Run	Medlock
Abbotts Square	Ocee
Abbotts Station	Tech Park
Abbotts View	Medlock
Abbotts Walk	Medlock
Adair Manor	Shakerag
Alvin Estates	Newtown
Amberleigh	Shakerag
Ammersee	River Estates
Anaheim Farms	Newtown
Andover	Johns Creek North
Arium Johns Creek	Medlock
Arlington Pointe	Ocee
Ashland	Johns Creek North
Ashlee Oaks	Ocee
Ashley Glen	Newtown
Ashwood Meadows	Tech Park
Autry Township	Newtown
Autry Trail	Autrey Mill

Subdivision Name	Community Area
Aviary	Ocee
Aviary Ridge	Ocee
Avonlea on the River	Medlock
Aylesbury Farms	Medlock
Bayard	River Estates
Beckton Hall	Ocee
Belcrest	Shakerag
Bellacree	Shakerag
Bellemont Farms	Shakerag
Bellingrath Commons	Newtown
Benton House	Johns Creek North
Blackstone	Shakerag
Bridgemor Heights	Ocee
Bridgestone	Ocee
Bridgetown Villas	Newtown
Bridgeview at Bellmoore Park	Shakerag
Bridgewater	Newtown
Brookdale	Ocee
Brookhaven	Shakerag
Brookhollow	Ocee
Brookmere at Johns Creek	Shakerag
Brookshire Lake	Autrey Mill
Brookview at Bellmoore Park	Shakerag
Brumbelow Crossing	Newtown
Brydon Park at Thornhill	River Estates
Buice Creek Reserve	Ocee
Buice Road	Autrey Mill

Subdivision Name	Community Area
Byers Landing	Ocee
Cambridge	Johns Creek North
Cameron Crest Farms	Autrey Mill
Cameron Forest	Ocee
Cameron Parc	Autrey Mill
Carriage Homes at River Farm	River Estates
Carriage Park	Johns Creek North
Carrington	Newtown
Chartwell	Newtown
Chessington Chase	Ocee
Churchill Downs	Ocee
Citadella	River Estates
Clublands	Autrey Mill
Cohen Home	Autrey Mill
Coldstream Courts	Autrey Mill
Colony Glen	Ocee
Concord Hall	Johns Creek North
Country Club of the South	River Estates
Coventry at Jones Bridge	Newtown
Creekside	Ocee
Creekside Crossing	Medlock
Cresslyn	Johns Creek North
Crossington Road at Wellington	Johns Creek North
Devonhall	Shakerag
Donamere	Ocee
Doublegate	Autrey Mill
Duck Pond	Ocee

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LIST OF SUBDIVISIONS BY COMMUNITY AREA

Subdivision Name	Community Area
Eagle Glen	Newtown
Easthaven	Shakerag
Eaton Manor	Medlock
Edgehill Place	Ocee
Edgewater Estates	Shakerag
Ellington	River Estates
Ellsworth	Shakerag
Enclave at Breckenridge	Newtown
Enclave at Farmbrook	Autrey Mill
Enclave at Foxdale	Medlock
Enclave at Wellington	Johns Creek North
Enclave on Johns Creek	Ocee
Estates at Deer Chase	Newtown
Estates at Foxdale	Medlock
Estates at Johns Creek	Johns Creek North
Estates at Wellington	Johns Creek North
Evergreen Trace	Newtown
Fairway Ridge	Newtown
Falcon Ridge	Ocee
Falls of Autry Mill	Autrey Mill
Farmbrook	Autrey Mill
Feather Sound	Newtown
Findley Chase	Johns Creek North
Findley Cove	Johns Creek North
Forest, The	Johns Creek North
Forrest Lake	Autrey Mill
Fox Creek	Autrey Mill
Fox Glen	Johns Creek North
Foxworth	River Estates
Gates at Johns Creek	Shakerag
Gates	Ocee
Georgian Ridge	Newtown
Glastonberry	Newtown
Glenhurst	Medlock
Glenside	Medlock
Grand Estates of the South	Newtown
Greenwich Park	Autrey Mill
Hampton Square	Ocee
Hartridge	Newtown
Haydens Walk	Autrey Mill
Haynes Bridge Manor	Newtown
Haynes Landing	Newtown
Haynesbrooke	Newtown
Hearthside	Tech Park
Herrington Cove	Ocee
Highgate	Medlock
Highland Park	Johns Creek North
Highlands at Johns Creek	Johns Creek North
Hillbrooke	Johns Creek North
Homestead, The	Shakerag
Hunters Close	Ocee
Hunters Forest	Ocee
Huntington	Shakerag
Hunts Pointe	Autrey Mill
Inisfree	Newtown
Ivey Hall	Medlock
Ivey Ridge	Newtown
Jaden Woods	Shakerag
Johns Creek Senior Living Care	Newtown
Johns Creek Station	Shakerag
Jones Bridge Crossing	Ocee
Jones Bridge Estates	Ocee
Jones Bridge Hills	Ocee
Jones Bridge Landing	Newtown
Jones Bridge Place	Ocee
Jones Bridge Plantation	Ocee
Jones Bridge Woods	Ocee
Jones Estates	Ocee
Kensington Oaks	Johns Creek North
Kilarney at St. Ives	Medlock
Kimball Bridge at Creekside	Ocee
Kimball Parc	Ocee
Kings & Priests	Shakerag
Kingston Crossing	Autrey Mill
Kingston Manor Park	Autrey Mill
Lakehill	Ocee
Lakeview Estates	Autrey Mill
Laurel Ridge	Johns Creek North
Laurelwood	Shakerag
Lexington Woods	Johns Creek North
Linkwood	Autrey Mill

LIST OF SUBDIVISIONS BY COMMUNITY AREA

Subdivision Name	Community Area
Londonberry	Ocee
Long Indian Creek	Ocee
Long Pointe	Newtown
Mabry Park	Ocee
Mackinac	Newtown
Madison Park	Newtown
Magnolia Park	Newtown
Mayfair	Newtown
Meadowview at Bellmoore Park	Shakerag
Medlock Bridge	Medlock
Merrimont	Ocee
Montclair	Shakerag
Morningside	Ocee
Morton Chase	Ocee
Morton Plantation	Ocee
Morton Reserve	Ocee
Mount View	Newtown
Myers Park	Medlock
Noor	Ocee
North Bridges	Ocee
North Fulton Estates	Medlock
North Peak	Newtown
Northhaven at Johns Creek	Ocee
Oak Bridge	Newtown
Oak Landing	Ocee
Oakmont	Medlock
Oaks at Johns Creek	Tech Park

Subdivision Name	Community Area
Old Taylor Farms	Shakerag
Orchards at Jones Bridge	Ocee
Oxford Mill	Autrey Mill
Palisades at Bellmoore Park	Shakerag
Papillon	Autrey Mill
Park at Breckenridge	Newtown
Park at Haynes Manor	Newtown
Park at Nesbit Place	Newtown
Park at Rivermont	Newtown
Park at Wellington	Johns Creek North
Parkside	Shakerag
Parsons Run	Medlock
Parsons Station	Medlock
Parsons Walk	Medlock
Pine Ridge	Ocee
Pinnacle	Newtown
Preserve at Johns Creek	Johns Creek North
Preston Oaks	Newtown
Prestwick	River Estates
Quail Hollow Estates	Shakerag
Queensbury	Newtown
Queensbury East	Newtown
Randolph Hall	Medlock
Regency at Johns Creek Walk	Tech Park
Regency at Wellington	Johns Creek North
Reserve at Autry Mill	Autrey Mill
Reserve at Foxdale	Medlock

Subdivision Name	Community Area
Reserve at Johns Creek Walk	Tech Park
Reserve at Wellington	Johns Creek North
Residences at Johns Creek Walk	Tech Park
Retreat at Johns Creek	Medlock
Ridge at Brumbelow	Newtown
River Club	River Estates
River Farm	River Estates
River Glen	River Estates
River Knoll	Autrey Mill
River Ridge	Newtown
River Trace	Newtown
River Walk	Shakerag
Rivermont	Newtown
Rivermont Club	Newtown
Rivermont Colony	Newtown
Rivermont Village	Newtown
Riverwood	River Estates
Roswell Mill	Ocee
Saddle Bridge	Ocee
Saint Clair	Newtown
Seven Oaks	Johns Creek North
Shakerag Manor	Shakerag
Silver Ridge	Ocee
Sojourn	Medlock
Spring Garden	Autrey Mill
Spring Meadow Farms	Shakerag
Springfield	Ocee

LIST OF SUBDIVISIONS BY COMMUNITY AREA

Subdivision Name	Community Area
St. Amour	Johns Creek North
St. Andrews Apartments	Newtown
St. Ives Country Club	Medlock
St. Ives Memory Care	Medlock
St. Regis	Newtown
Standard View	Johns Creek North
Stevens Creek	Johns Creek North
Stone Pond	Autrey Mill
Stonegrove Overlook	Medlock
Stonehaven	Medlock
Stratmore	Autrey Mill
Sugar Mill	Medlock
Summer Trace	Newtown
Summit Point	Ocee
Sunrise at Ivey Ridge	Newtown
Sunrise at Johns Creek	Tech Park
Surrey Park	Medlock
Tavistock	Shakerag
Thornhill	River Estates
Timberlane	Ocee
Timberstone	Newtown
Towne Village at New Haven	Medlock
Twin Creeks at Bellmoore Park	Shakerag
Vicarage, The	Johns Creek North
Village at Jones Ferry	Newtown
Village at Thornhill	River Estates
Villas of Johns Creek	Medlock

Subdivision Name	Community Area
Waterford	Ocee
Waterstone	Medlock
Wellsley	Johns Creek North
Wentworth	Newtown
Westbury	Johns Creek North
Willow Royal	Newtown
Willow Run	Ocee
Windermere Park	Ocee
Windgate	Johns Creek North
Windsong Trace	Johns Creek North
Winfield on the River	River Estates
Winthrop Park	Autrey Mill
Woodland Hills	Newtown
Woodlands at Bellmoore Park	Shakerag
Woodridge	Newtown
Woodvale	Newtown
Wynbridge	Ocee
Wynbrook	Newtown
Wyngate	Johns Creek North

GLOSSARY OF TERMS

Atlanta Regional Commission (ARC): The agency responsible for regional planning and intergovernmental coordination for the Atlanta Metropolitan Area which includes ten counties (Cherokee, Clayton, Cobb, DeKalb, Douglas, Fayette, Fulton, Gwinnett, Henry and Rockdale Counties) and all the cities within those counties.

Baby Boomers: Anyone born between 1948 and 1962.

Build-out Analysis: An estimate of the total amount of development that may be built in an area under a certain set of assumptions, including applicable land use laws, policies (e.g., zoning) and environmental constraints. It is a necessary component of effective planning because it provides the framework for future growth.

Citizens Advisory Committee (CAC): Twenty-six member citizen group formed in 2016 by the Mayor and Council to initiate the comprehensive planning process.

Capacity Improvement: An improvement with a useful life of ten years or more, by new construction or other action, which increases the service capacity of a public facility.

Community Work Program: The portion of the comprehensive plan that describes the specific activities that a local government plans to undertake during the next ten years to address the plan's goals. Activities may include any activities, initiatives, programs, ordinances, administrative systems (such as site plan review, design review, etc.) to be put in place to implement the plan.

Connectivity: A term that refers to the existing or future, desired state of connections that enable mobility between and among various uses and activities.

Conservation Area: Any land set aside for conservation of the land in its natural state, or for future use as parks and open space.

Conservation Subdivision: The design of a residential subdivision that maintains its zoned/permitted project density, but configures the home placement/arrangement in such a way that it maximizes open and green space for conservation.

Curb Cuts: A ramp or indentation that allows for a smooth transition between a sidewalk and a street

Department of Community Affairs (DCA): The state agency created in 1977 to serve as an advocate for local governments. DCA operates a host of state and federal grant programs; serves as the state's lead agency in housing finance and development; promulgates building codes to be adopted by local governments; provides comprehensive planning, technical and research assistance to local governments; and serves as the lead agency for the state's solid waste reduction efforts.

Density: The quantity of building per unit of lot area.

Design Guidelines: Statements and illustrations that are intended to convey the preferred quality for a place.

Dwelling Unit: A room or group of rooms occupied or intended for occupancy as separate living quarters.

Feasibility Study: A combination of a market study and an economic analysis that provides the facts about a proposed project and estimates the expected return on investment to be derived from the project.

Floodplain: A portion of land that is within the flooding boundary of a given watershed.

Forecast: A projection tempered by stated policy considerations, including the reconciliation of past and current trends with current and future policies. Ideally, forecasts reflect the best professional judgment concerning the impact of trends and present conditions on the future development opportunities. Therefore, forecasts should represent the most realistic assessment of the future.

Gateways: Locations that signify the entrance to a community.

Generation X: Anyone born between 1963 and 1982.

Generation Z: Anyone born between 2003 and 2017.

Generation Z+: Anyone born after 2018.

Georgia Department of Transportation (GDOT): The State of Georgia's transportation management authority.

Green Infrastructure: A network of large undisturbed land areas connected by designated pathways for the movement of wildlife and humans.

Green Space: The system of public and private areas that include parks, stream valleys, trails, easements, riverfront areas, landscape areas along streetscapes, courtyards, golf courses, cemeteries, and similar elements.

Historic Preservation: The process of identifying, protecting, enhancing buildings, places, and objects of historical and cultural significance.

Land Use: The types of buildings and activities existing in an area or on a specific site. Land use is to be distinguished from zoning, the latter being the regulation of existing and future land uses.

Land Trust: Usually a private non-profit entity that serves to protect natural resources and permits very limited, if any, development activity.

Level of Service (LOS): A set of operating conditions describing the ability of a road network to handle traffic.

Median Household Income: The income level made by each household where half of the homes in the area earn more and half earn less.

Millennials: Anyone born between 1983 and 2002.

Mixed-Use Development: A single building or development area containing more than one type of land use, where the different types of land uses are in close proximity, planned as a unified, complementary whole.

Mixed-Use Low-Intensity: A planned development with a mix of residential, commercial retail and office uses that includes public park space. Residential uses include single family detached, duplex, triplex, townhouses, condos, stacked flats and live-work units. Garden style apartments are not permitted. The maximum residential density is 8 units per acre, and the maximum height is 3 stories/40 feet.

Mixed-Use High-Intensity: A planned development with a mix of residential, commercial retail and office uses that includes public park space. Residential uses include single family detached, duplex, triplex, townhouses, condos, stacked flats and live-work 232

units. Garden style apartments are not permitted. The maximum residential density is 16 units per acre, and the maximum height is 5 stories/75 feet.

Mobility: The degree to which someone can travel. Refers to the amount of costs that are associated with moving from one point to another.

Multifamily Housing: Housing structures that support more than one household within one dwelling unit.

Multi-modal: The many different types of transportation that are used by residents and business to move people and commerce. Modes of transportation include car, bus, electric carts, walking, bicycling, light rail, heavy rail, truck, and equestrian trails.

Open Space: The portions of a property or land areas not occupied by buildings, parking, drive aisles, or other similar elements. The term may also refer to non-vegetated urban open spaces, such as plazas and parks.

Park: Publicly owned outdoor land set aside for the use of the public for recreation. A park must be of size or complexity to be used or visited. Simple landscaping, or a single piece of sculpture would not be considered a park without being part of a larger coordinated landscape area, or series of sculpture. The park is the backbone of any recreation and park system.

Placemaking: A process by which people shape the public realm in a human scaled, pedestrian-oriented fashion that makes the place distinctive and memorable, more attractive to, and compatible with, the people who use it.

Recreational Trail: A pathway for use by pedestrians and where designated horseback riding, it may vary in width and may be constructed of hard or soft surface materials depending on location. A recreational trail is usually located outside of a roadway right of way in a naturalized setting.

Redevelop: To demolish existing buildings or to increase the overall floor area existing on a property, or both, irrespective of whether a change occurs in land use.

Rezoning: The adjustment of the regulations that define how land, buildings, and structures within a specific geographic area can be used.

Right-of-way: A portion of the public space that is generally used for transportation. Public streets, highways, and strips of property owned by the public for providing utilities are all considered the right-of-way. There are policies related to the use of rights-of-way, as opposed to policies related to the use of private property. Right-of-way policies are intended to allow individuals to utilize public spaces while preserving the public interest. Right-of-way policies may regulate signage; traffic of pedestrians, bicycles, or automobiles; materials used in construction; street furniture; and public art.

Sidewalk: A pedestrian only pathway with a minimum width of 5 feet constructed primarily of concrete and with a minimum separation of 5 feet from back of the roadway curb by a landscaped strip. The minimum landscaped separation between a sidewalk and the roadway shall not be less than 2 feet and the preferred separation is 10 feet.

Sprawl: An increase in unplanned development of land in suburban and rural areas outside of their respective urban centers.

Steep Slope: Slopes greater than 15 percent.

Stormwater Management: Anything associated with the planning, maintenance, and regulation of facilities which collect, store, or convey stormwater.

Streetscape: The design of a street, including the roadbed, sidewalks, landscape planting, furnishings along the street, and the character of the adjacent building façade.

Subdivision: A division of one portion of land into two or more smaller lots. The resulting areas of parcels are often referred to as 'subdivisions'.

Sustainability: Development that meets the needs of the present without compromising the ability of future generations to meet their own needs.

Traffic Calming: The combination of primarily physical measures that reduce the negative effects of motor vehicle use. Measures may include speed humps, raised crosswalks, speed tables, textured surfaces, traffic circles, and others.

Trail: A pathway for use by pedestrians and where designated, bicycles and motorized vehicles (i.e., electric golf carts), with a minimum width of 10' and may be constructed of concrete or other appropriate surface materials depending on location. A trail typically has a minimum of 5 feet separation from back of curb by a landscape strip along roadways with posted speed limits of 35 mph or less; a minimum of 10 feet separation from back of curb by a landscape strip along roadways with posted speed limits of 45 mph or less; and typically a minimum of width of 20 feet separation from back of curb by a landscape strip along roadways designated with posted speed limits greater than 45 mph. A trail may be located away from a road through access easements and/or buffers when developed as a path way to connect uses.

Tree Canopy: The shade or coverage provided by forests. It is above the ground portion of trees including the branches and foliage.

Urban Design: Urban Design focuses on the public realm which includes the things you see and the spaces that you inhabit as you would walk down a street. It includes streets, sidewalks, street furniture and amenities, gathering spaces, and the building's design and orientation. These factors improve the way places look and contribute to improving community character. Ultimately, the sense of place and overall quality of life of residents, workers, and visitors is improved. A well-planned development that incorporates principles and practices of urban design can help promote the economic performance of an area.

Walkability: The extent to which the built environment feels comfortable to pedestrians and encourages people to walk. A broad range of community design features support walking, including sidewalks, street furniture, trees, the arrangement of buildings, pedestrian crossings, etc.

Watershed: An area of land with a common drainage point.

Workforce Housing: Housing that is affordable to workforce households.

Zoning: The legal power of government to regulate the use of private property for the purpose of protecting public health and safety, preserving critical areas, promoting orderly growth, and encouraging development to occur at a rate and manner that the community desires. It is also the process of regulating the land use and building design (such as height, size, spacing and use) within a community. In the general sense, zoning determines what can be developed and where and how it can be developed and where and how it can be developed.

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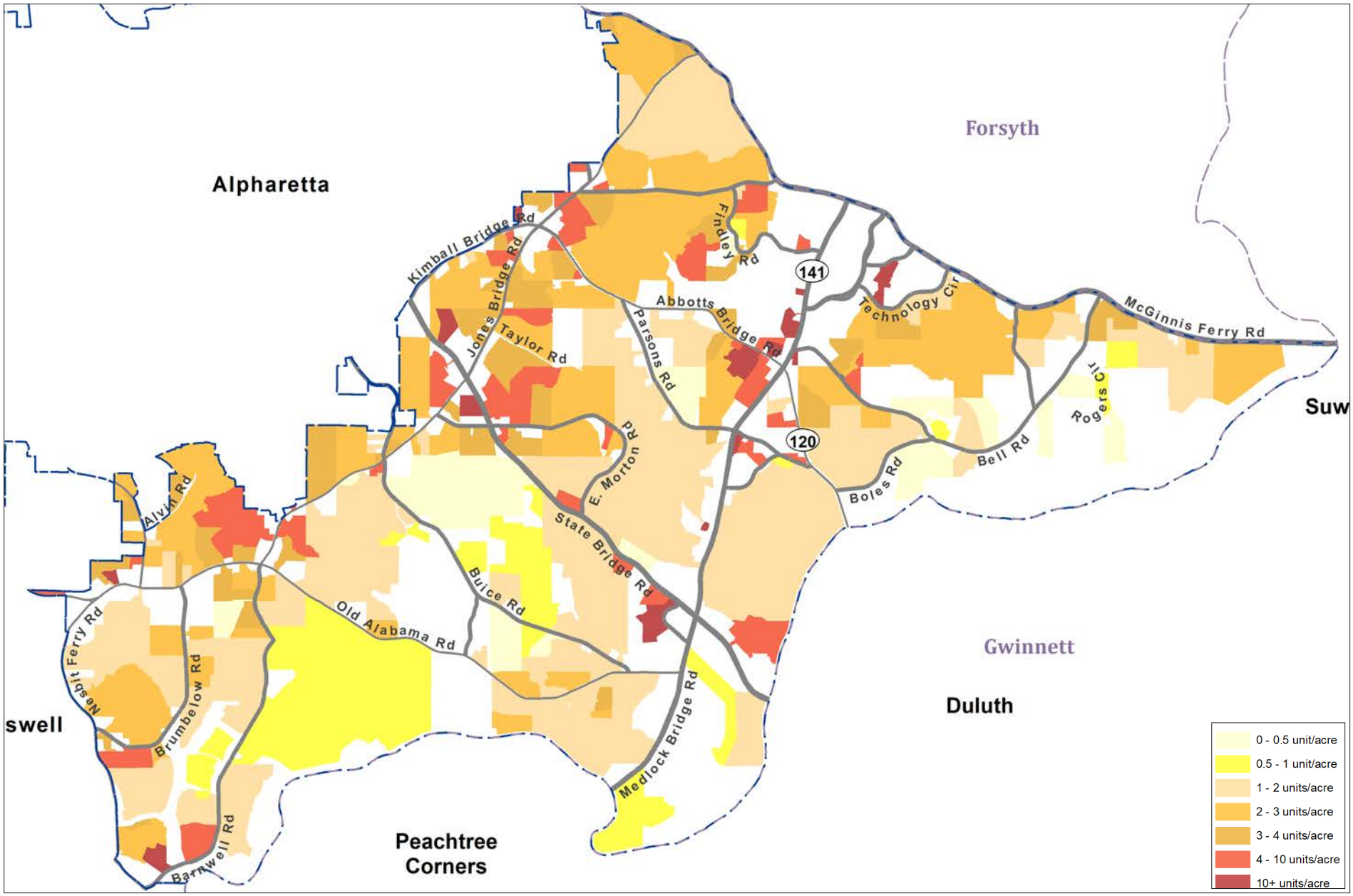
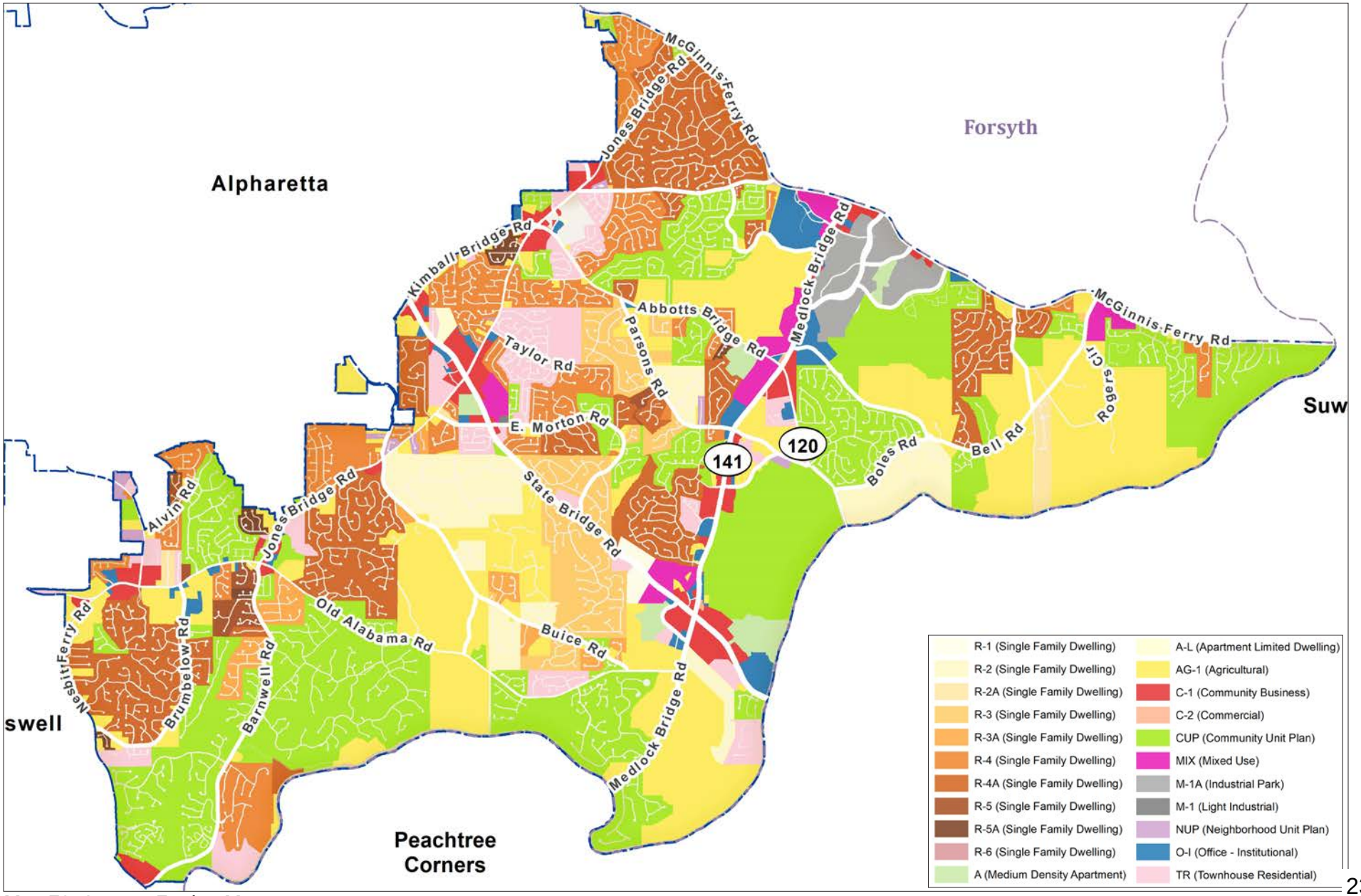
RESIDENTIAL DENSITY MAP





Map 72: Current Zoning Map

ACKNOWLEDGMENTS

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Denise Harold
Kathleen Hulsey
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Raghava Tadavarthi
Anand Thaker
James Turbyfill
James Toth
Melissa Ummed
Mark Venco
Margot Vetrovsky
Jason Williams**
Janet Yuen
Lenny Zaprowski

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Lenny Zaprowski, Councilmember, Post 1
Jay Lin, Councilmember, Post 2
John Bradberry, Councilmember, Post 3
Chris Coughlin, Councilmember, Post 4
Stephanie Endres, Councilmember, Post 5
Steve Broadbent, Councilmember, Post 6

Cori Davenport, Former Councilmember
Bob Gray, Former Councilmember

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Jennifer Chapman, Digital Communications Manager
Connor McFadden, Video Production Manager

* Former Employee
** Deceased

Community Development Department
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connectjohnscreek.com

connect JOHNS CREEK
shape an exceptional future

COMPREHENSIVE PLAN 2018-2028
CITY COUNCIL WORK SESSION

June 18, 2018

Johns Creek
be the exception

WHY DO WE NEED A COMPREHENSIVE PLAN?

ROLE OF A COMPREHENSIVE PLAN

Comprehensive Plan is…

- Big picture, city-wide document
- Vision and goals for the future
- Guide for decision-making

Comp Plan Requirements

- State law requires the City to have a Comp Plan
- Department of Community Affairs publishes minimum standards and guidelines for elements within Comp Plans

Where are we in the process?

- Johns Creek's first Comp Plan was adopted in 2008
- Must be updated every 10 years (deadline Nov. 2018)

COMMUNITY OUTREACH

COMPREHENSIVE PLAN OUTREACH

Citizens Advisory Committee (CAC)

- 26 citizens appointed by the Mayor and City Council in 9/2016
- 16 meetings in total

COMPREHENSIVE PLAN OUTREACH

14 community meetings, approximately 413 attendees

245

COMPREHENSIVE PLAN OUTREACH

Student Engagement

COMPREHENSIVE PLAN OUTREACH

Other Outreach Events

COMPREHENSIVE PLAN OUTREACH

4 Council Presentations

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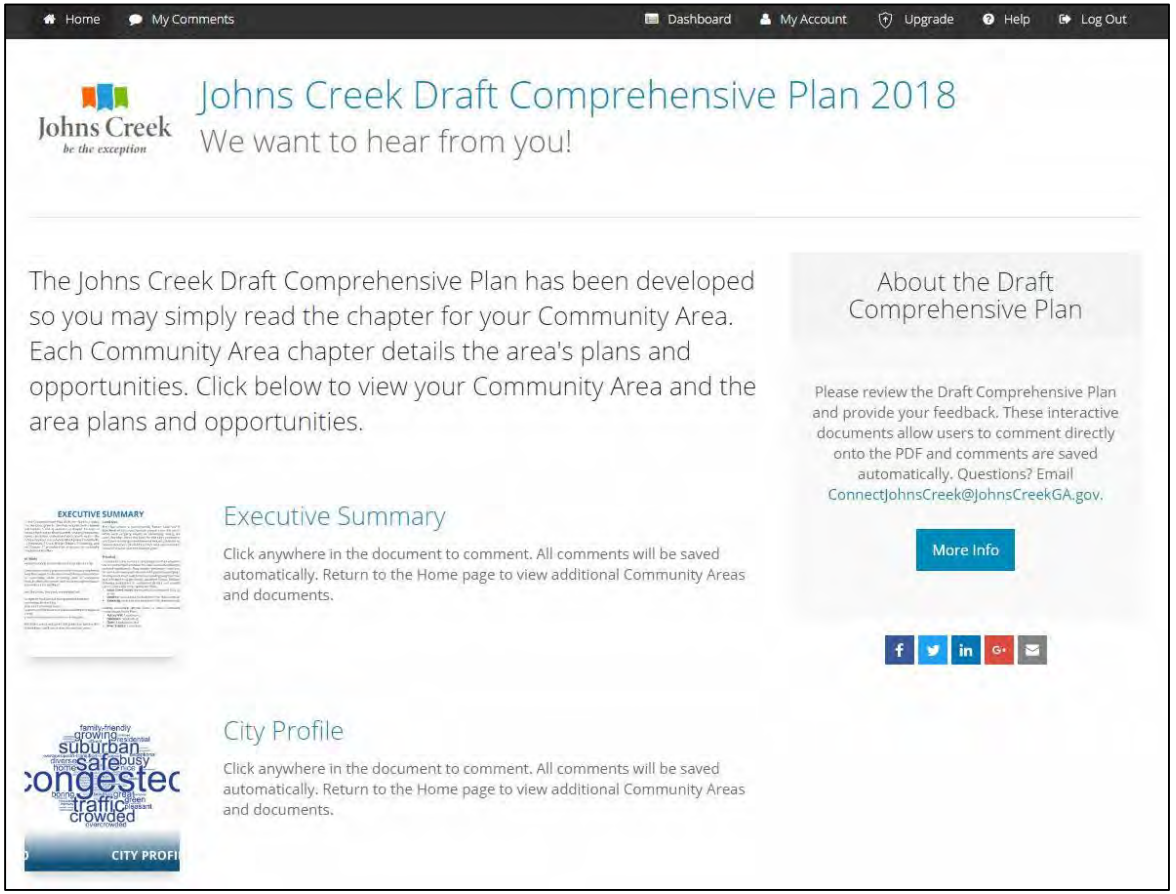
COMMUNITY FEEDBACK

COMPREHENSIVE PLAN FEEDBACK

Public Comments Received

- **169 comments received for the 1st draft**
- **400+ comments received for the 2nd draft**



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COMPREHENSIVE PLAN FEEDBACK

International Festival

- 3,183 votes

THE DRAFT COMPREHENSIVE PLAN DOCUMENT

CONNECT JOHNS CREEK
SHAPING AN EXCEPTIONAL FUTURE

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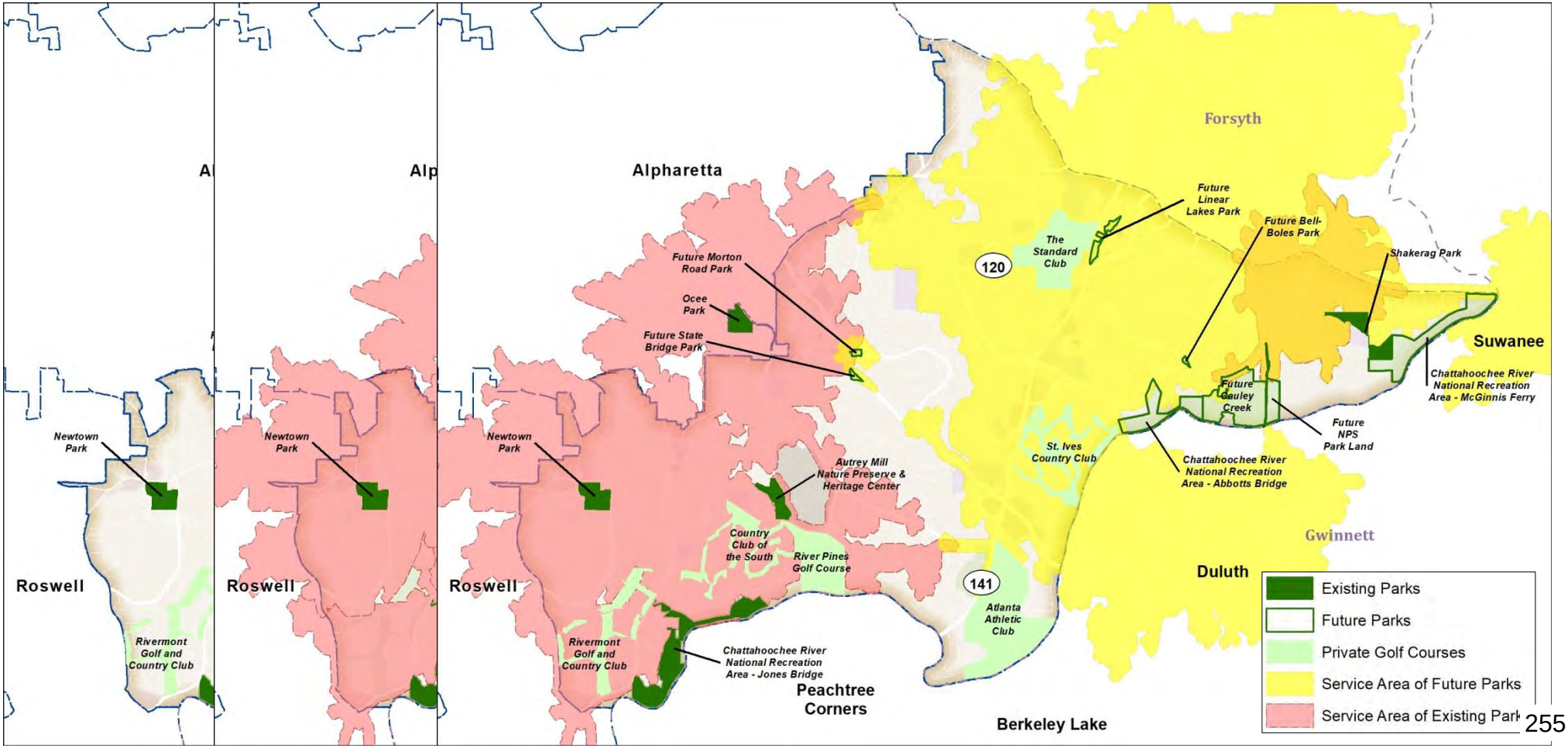
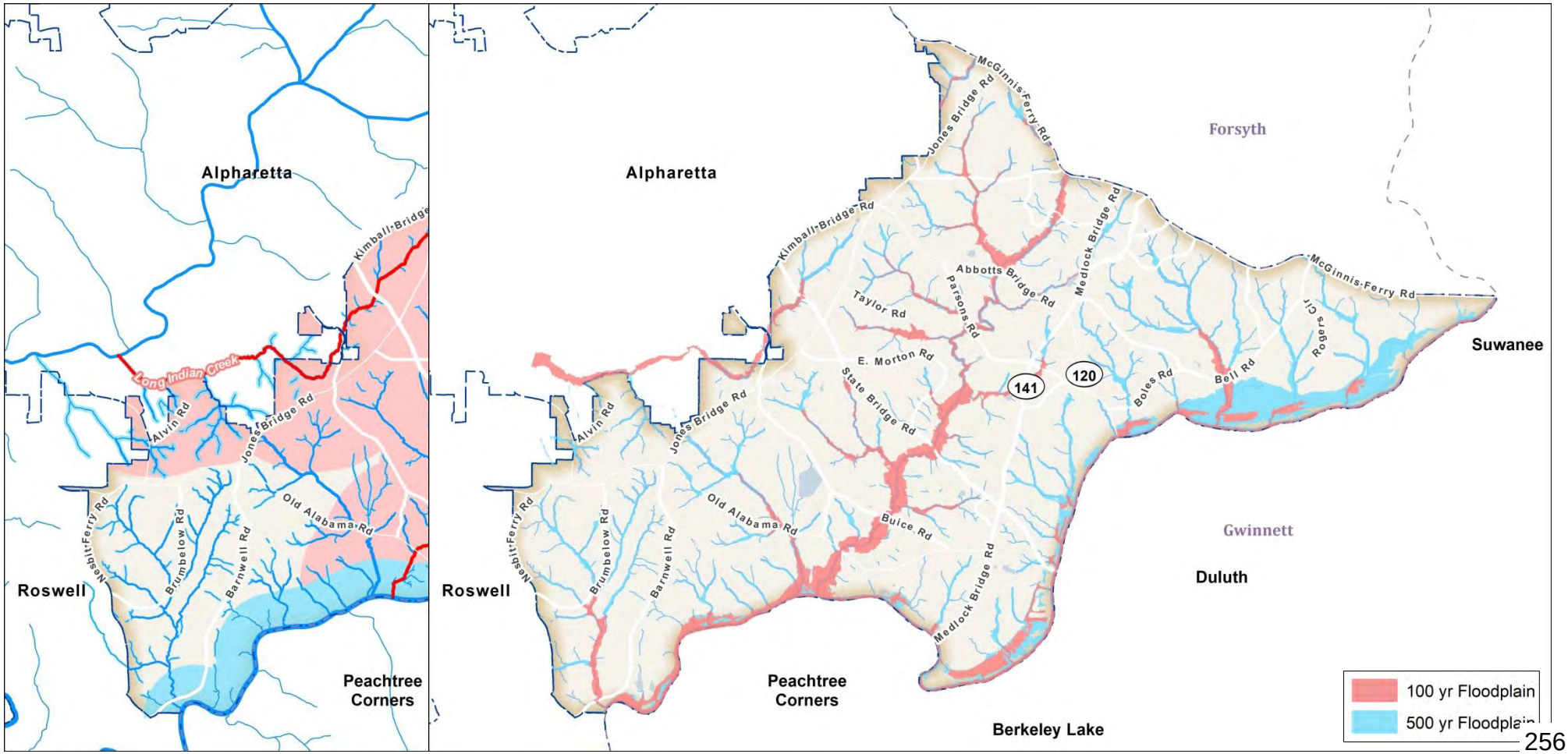
PARK PROFILE

- **4 City Parks, 1 National Park Service Park and 6 Golf Courses**
- **4.99 acres of park land per 1,000 residents, lower than 9.5 acres national average**
- **39.1% Johns Creek Residents served by public park**



NATURAL RESOURCES PROFILE

- **River and Streams**
- **Floodplain**



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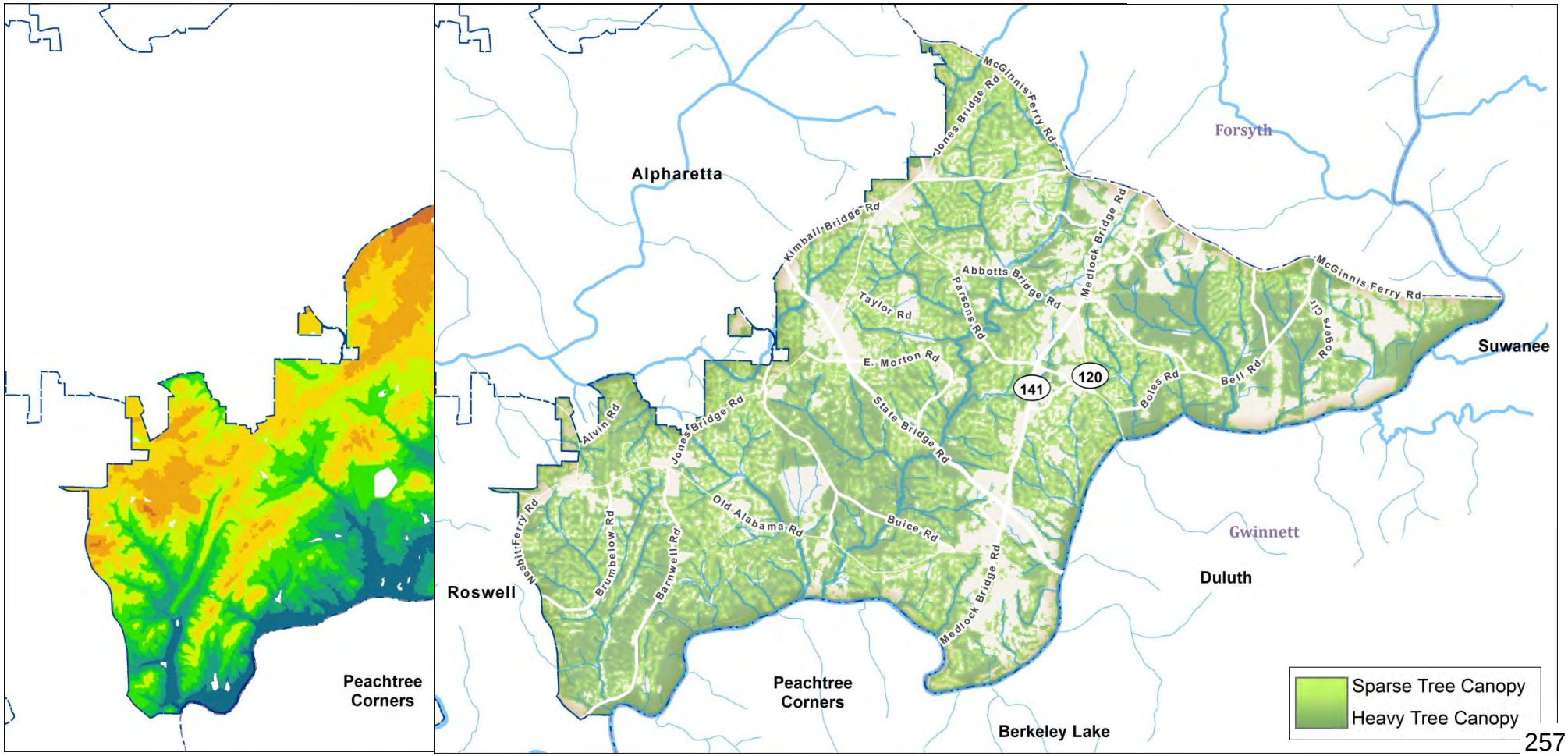
NATURAL RESOURCES PROFILE

- **Topography**
- **Tree Canopy**



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VISION STATEMENT

Johns Creek is an exceptional city that seeks to enhance its residential quality of life by supporting its diversity, arts, businesses and schools.

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GOAL 1

Protect and preserve the City's premier residential communities and enhance our overall quality of life.

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GOAL 2

Provide superior recreational and cultural activities throughout the City.

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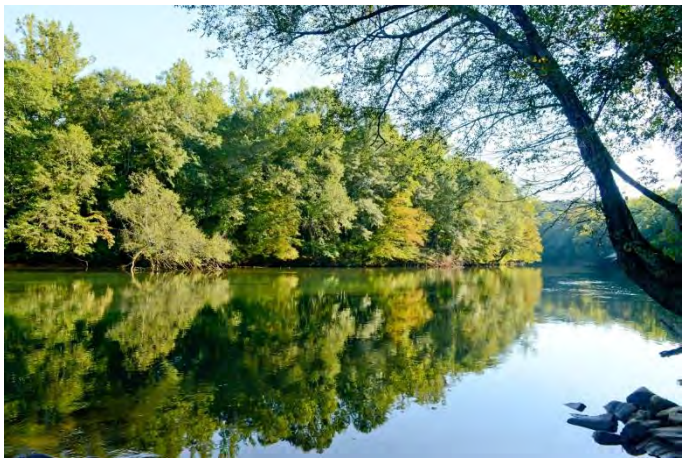
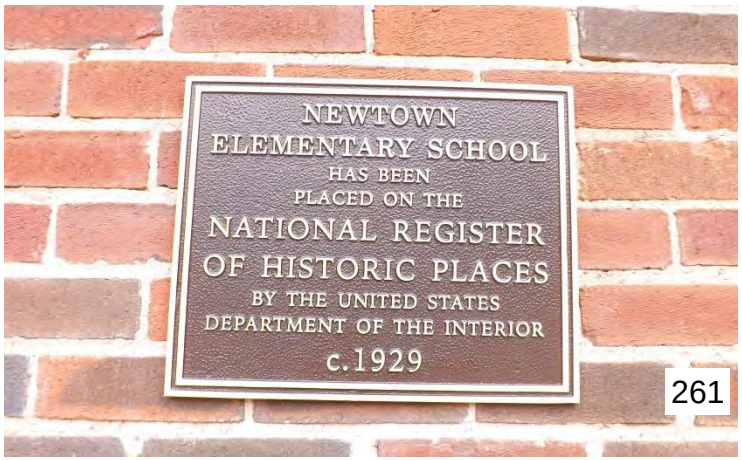
GOAL 3

Protect the City's natural environment and historic resources.





GOAL 4

Expand the City's economic base.

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GOAL 5

Create an identity for the City.

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GOAL 6

Create a Citywide multi-modal transportation network

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GOAL 7

Ensure the City has the appropriate tools to implement the goals of the comprehensive plan

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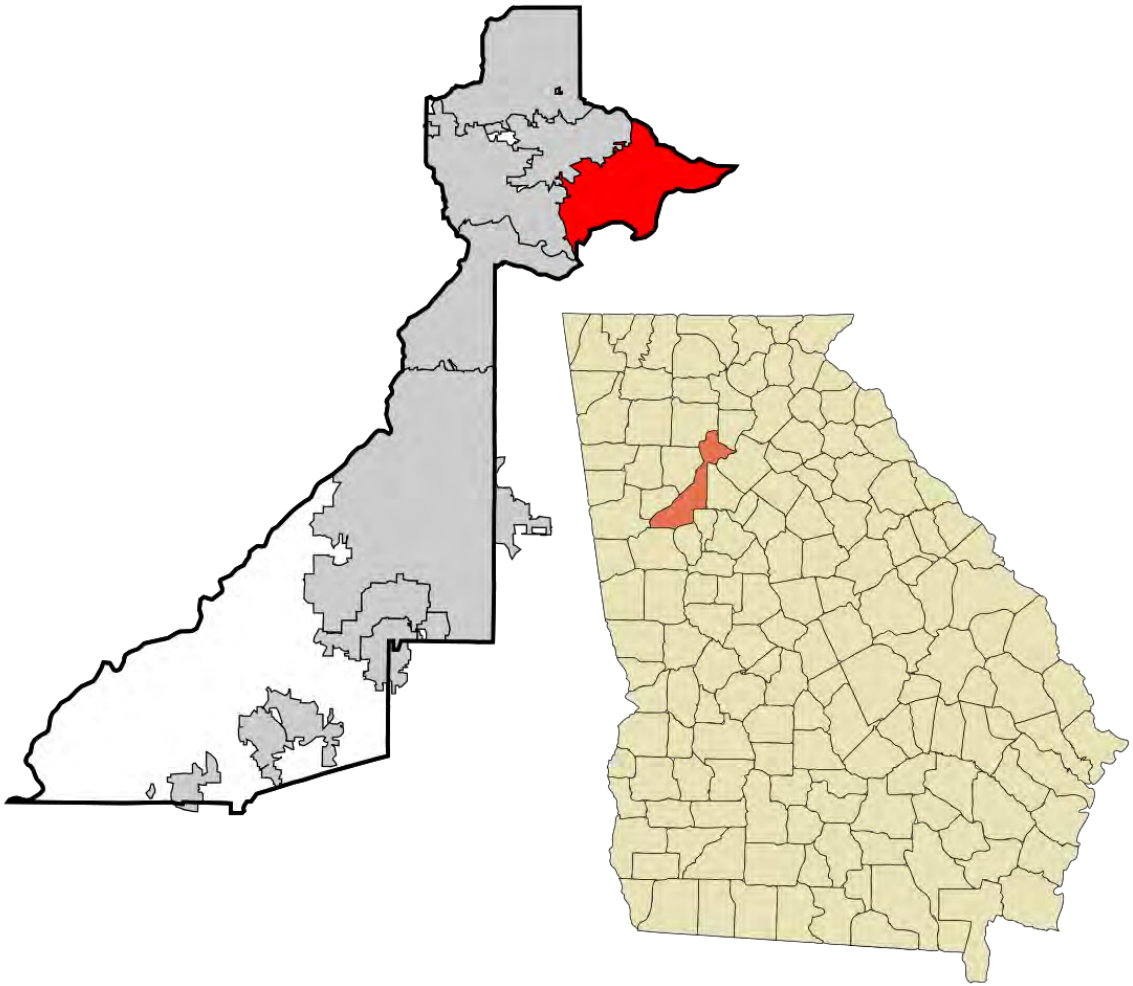
Improve intergovernmental relations



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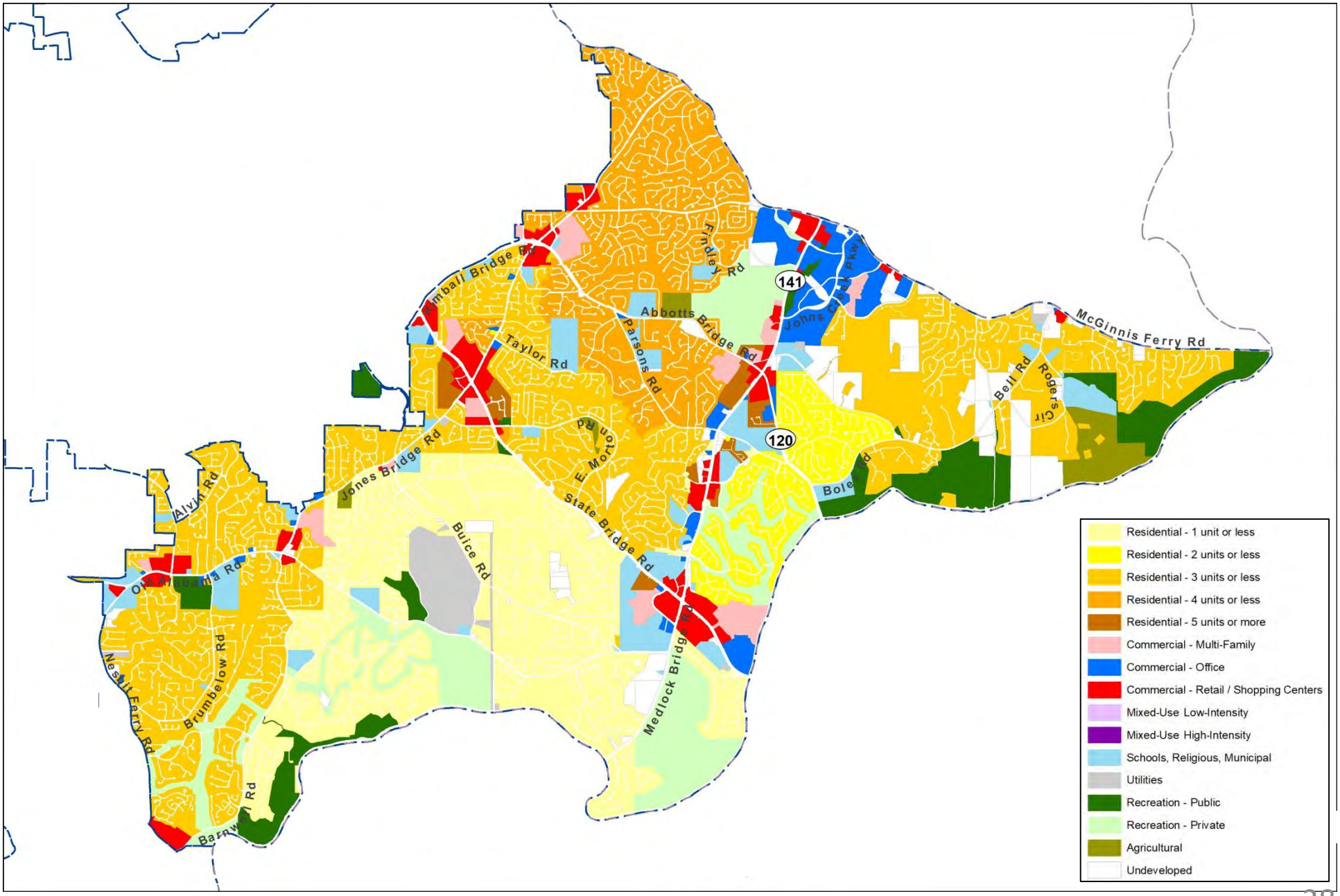
CURRENT LAND USES



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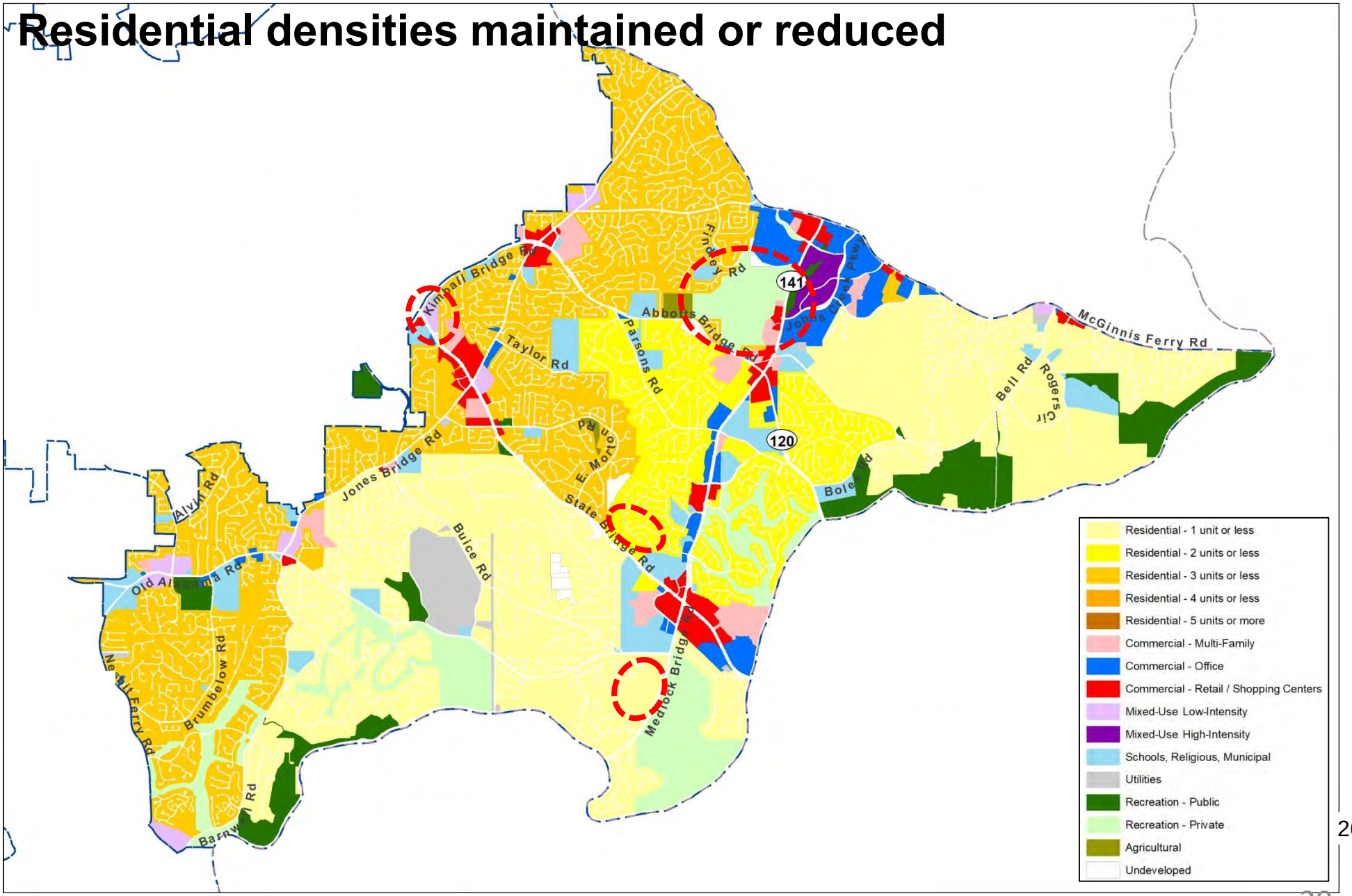
FUTURE LAND USES

Residential densities maintained or reduced



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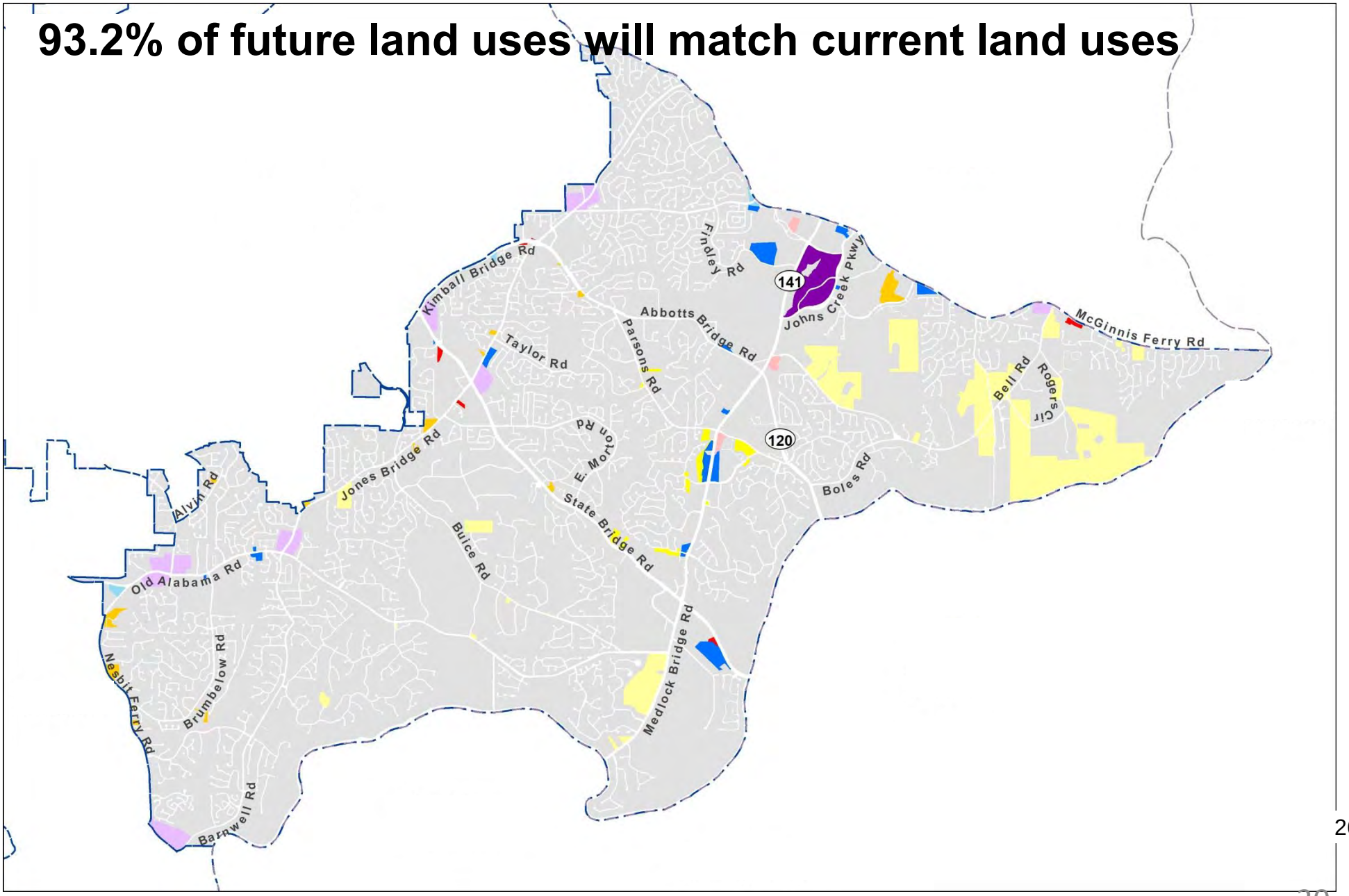
LAND USE CHANGES



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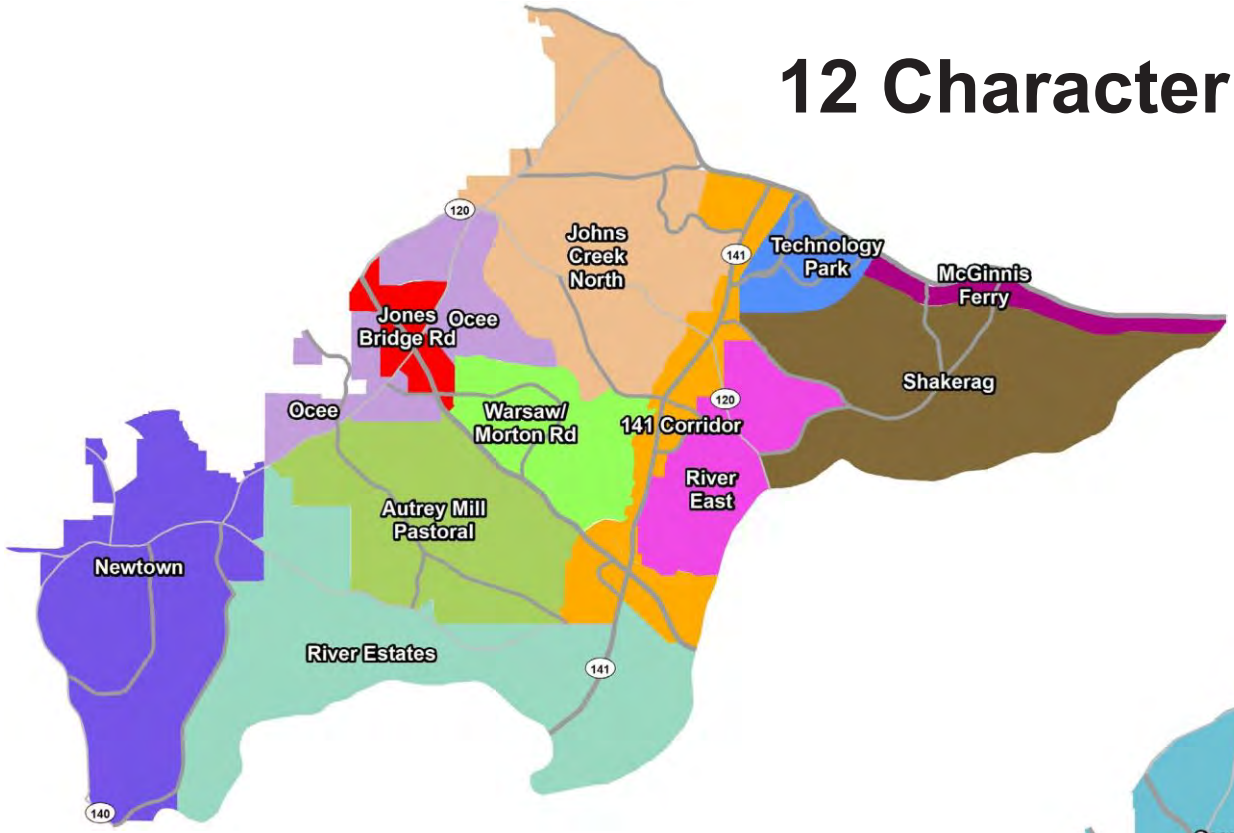
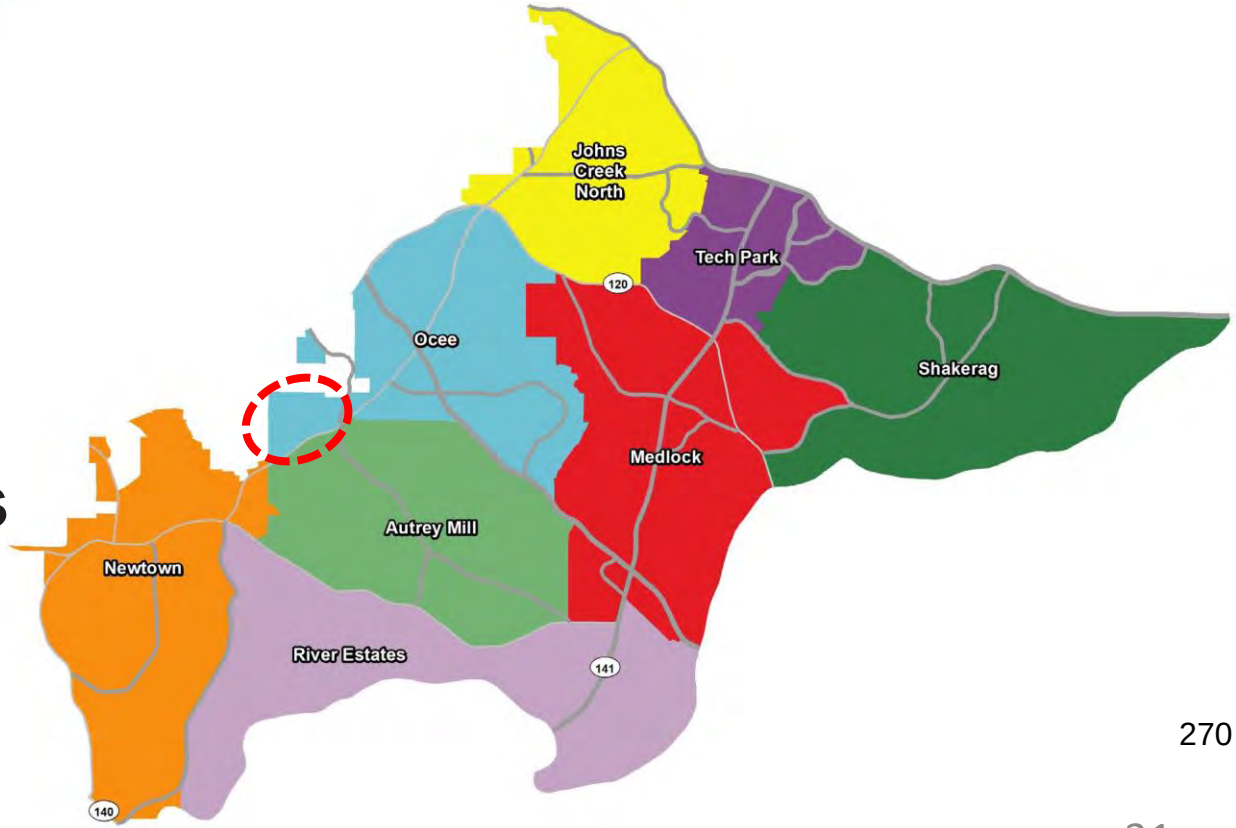
CHARACTER/COMMUNITY AREAS

12 Character Areas (2008)



8 Community Areas (2018)



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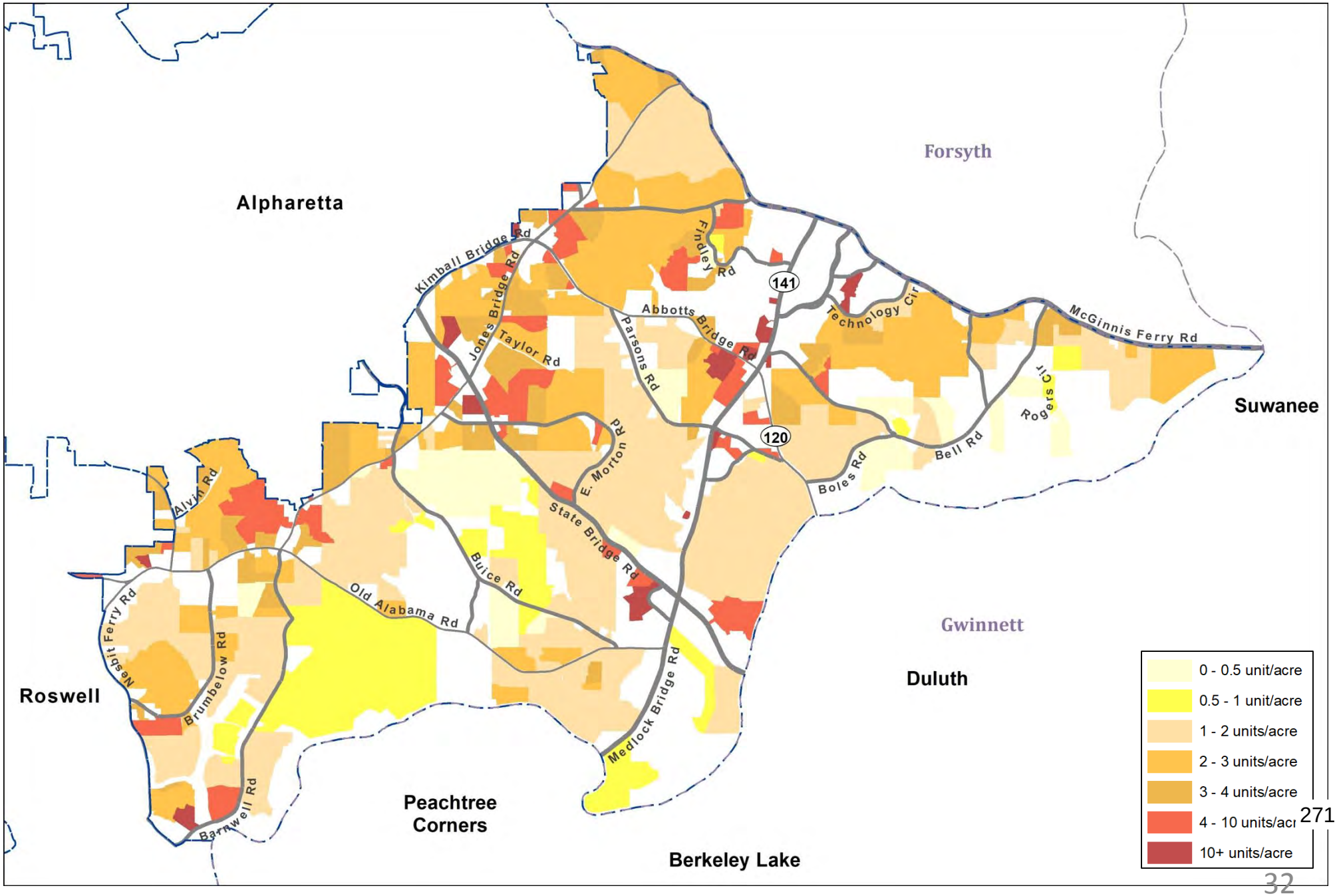
RESIDENTIAL DENSITY (CURRENT)



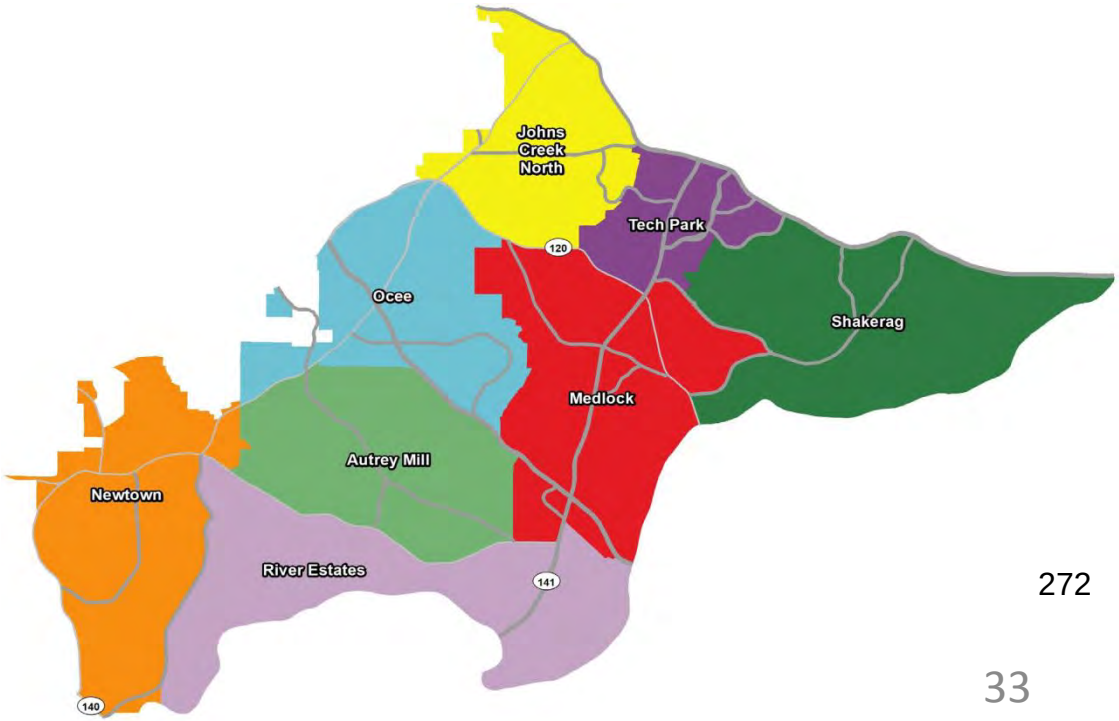
RESIDENTIAL DENSITY (PROPOSED)

3 Community Areas with Residential Density Reduction

- **Johns Creek North:** 4 units/acre to 3 units/acre
- **Medlock:** 3 units/acre to 2 units/acre
- **Shakerag:** 3 units/acre to 1 unit/acre

5 Community Areas with no Change in Density

- **Autry Mill:** 1 unit/acre
- **Newtown:** 3 units/acre
- **Ocee:** 3 units/acre
- **River Estates:** 1 unit/acre



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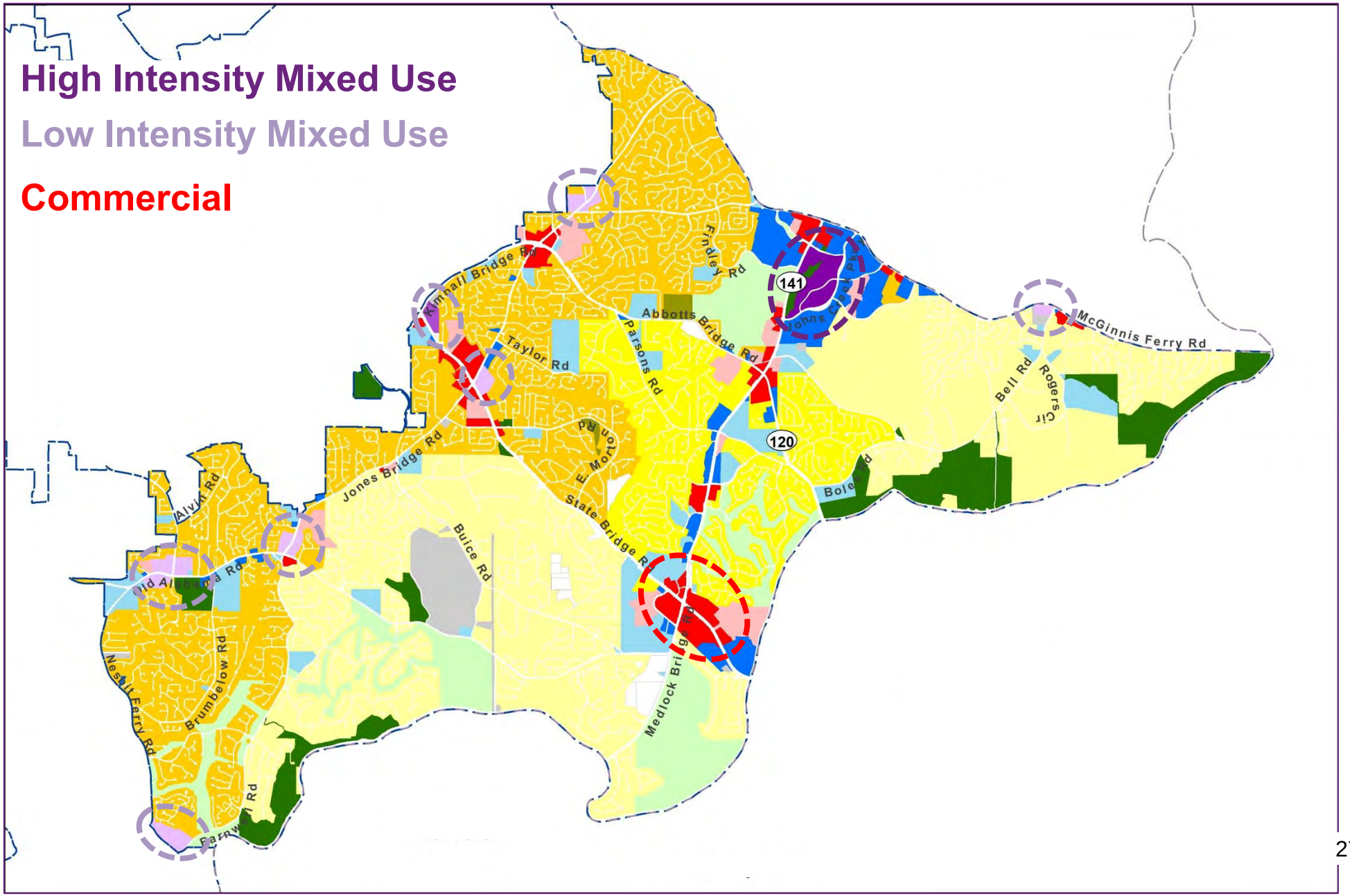
Commercial Development

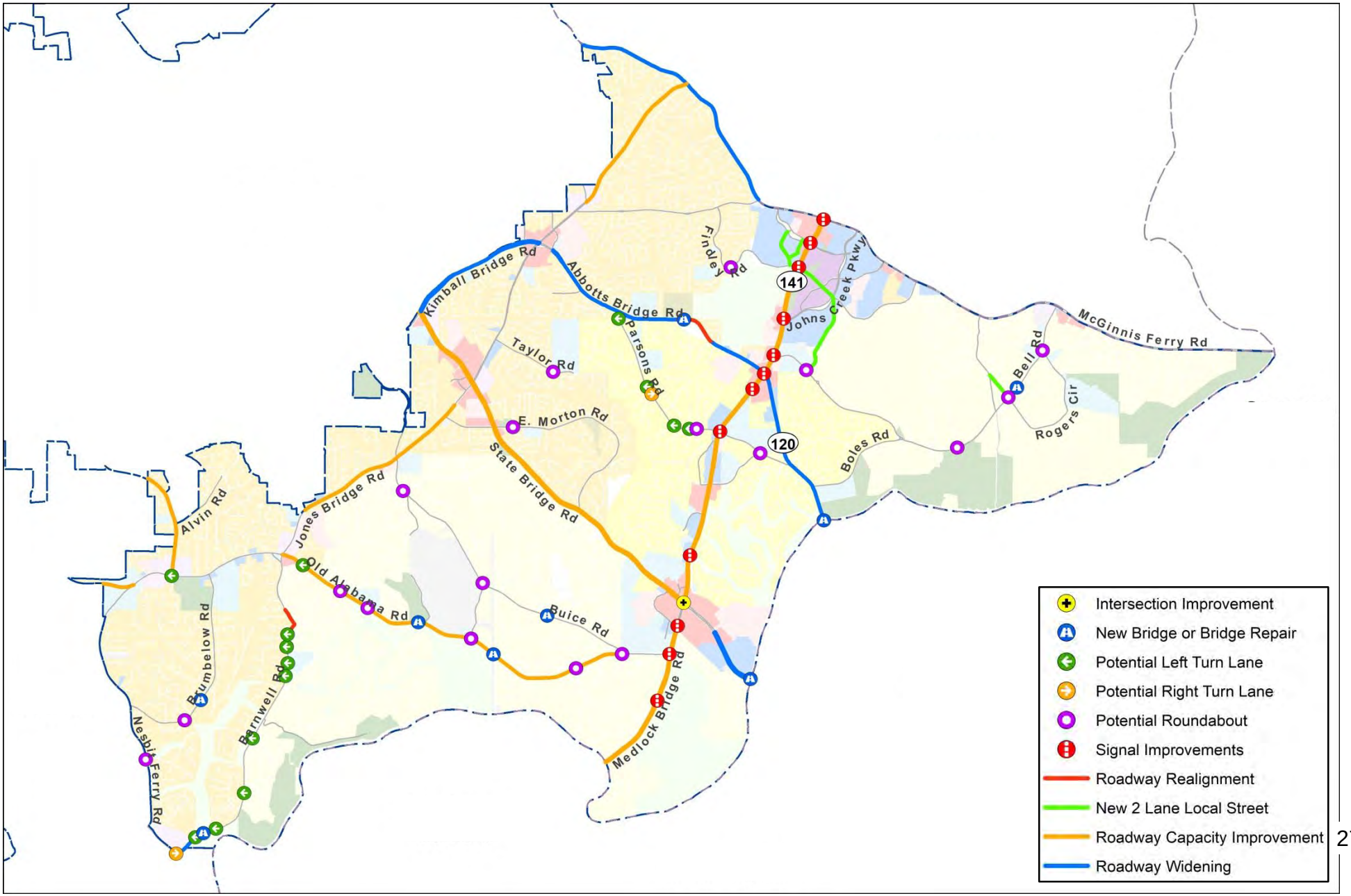


Commercial Development

Mixed-Use Low-Intensity

Mixed-Use High-Intensity

Transportation Projects



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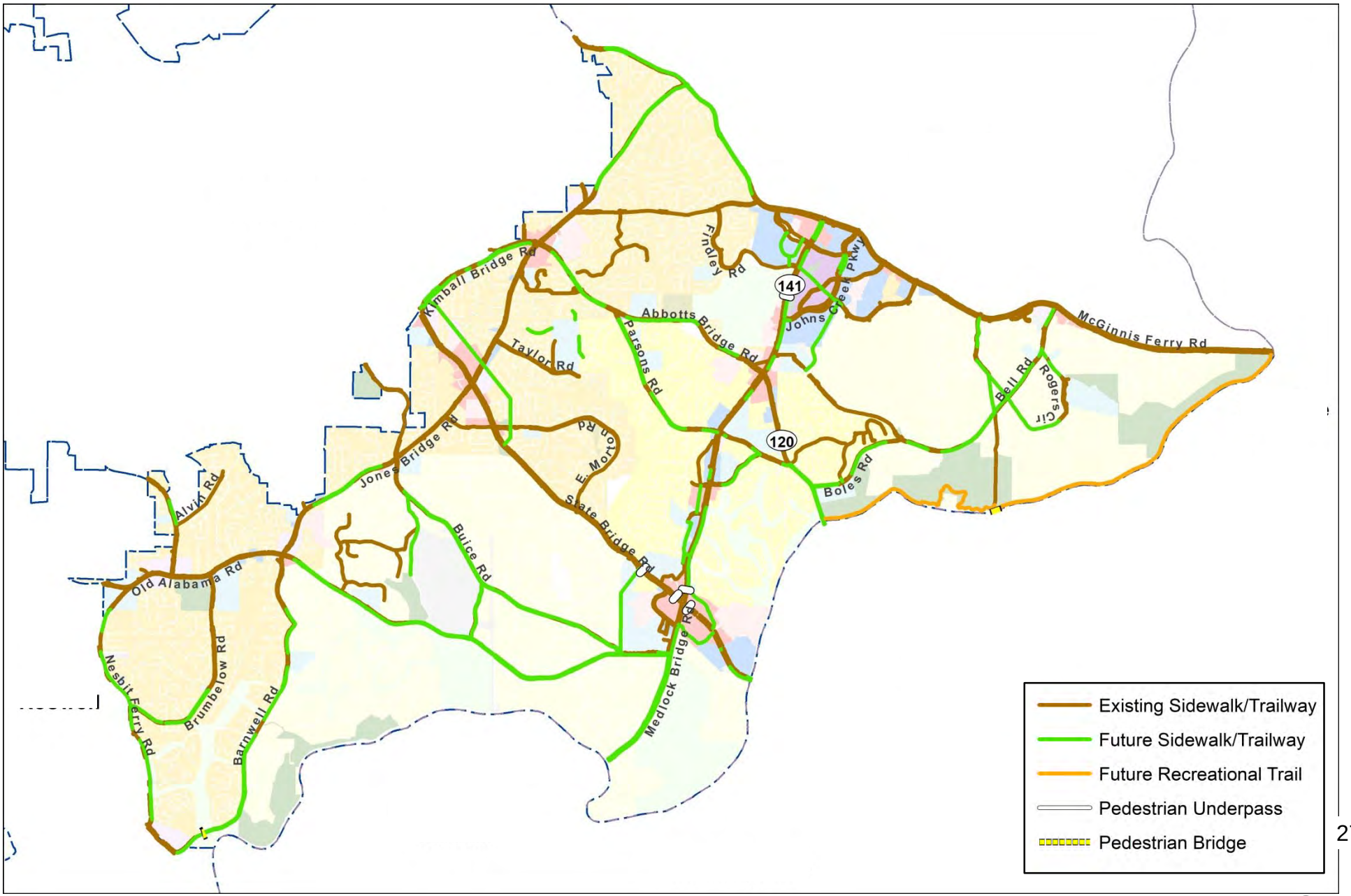
Sidewalks and Trails Projects



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Implementation

PEDESTRIAN AND VEHICULAR TRANSPORTATION

Table 23: Community Work Programs (Pedestrian and Vehicular Transportation)

	Description	Time Frame						Total Cost	General Fund Portion	Other Funding Source(s)
		2018	2019	2020	2021	2022	2023+			
	1. General									
1.1	Upgrade the traffic signalization system to better synchronize the traffic signals along all of the major roadways within the City.	X	X	X	X	X	X	$2,500,000	$2,500,000	None
1.2	Improve pedestrian safety by installing safe crosswalks at roadway intersections and entrances to subdivisions, schools, shopping centers, parks, and religious centers.	X	X	X	X	X		TBD	TBD	TBD
1.3	Utilize traffic calming policy to improve safety with neighborhoods.	X	X	X	X	X	X	$1,000,000	$1,000,000	None
	2. New Road Design and Construction									
2.1	Design and construct the Bell Road connector from the Bellmoore Park roundabout to Johns Creek Parkway.					X		$2,500,000	$0	TSPLOST
2.2	Design and construct the extension of Findley Road with sidewalks to go across Medlock Bridge Road, through the new "City Park," alongside the new City Hall property, and to connect with Johns Creek Parkway.		X	X	X			$7,500,000	$0	TSPLOST
2.3	Design and construct a loop roadway from Hospital Way through the existing old City Hall property parking lot, between the new Memory Care facility and the Ebix facility, to connect with the Emory Johns Creek Hospital driveway.					X		$6,000,000	$6,000,000	None
	3. Road Widening									
3.1	Widen McGinnis Ferry Road from two lanes to four lanes, creating a four-lane parkway with a landscaped and treed median from Douglas Road to Sargent Road.	X	X	X	X	X		$48,000,000	$4,500,000	TSPLOST, Forsyth, Alpharetta, GDOT
3.2	Widen Abbotts Bridge Road from Jone o Parsons Road, and add sidewalk or trail along l botts Bridge Road.	X						$17,630,000	$0	GDOT
3.3	Widen Abbotts Bridge Road from two to four lanes between Parsons and Medlock Bridge Roads with a ten-foot-wide trail on one side and a sidewalk on the other.	X	X	X	X			$17,630,000	$0	GDOT

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Implementation

SUMMARY

Table 25: Community Work Programs Summary

Community Work Program Category	Total Cost	General Fund Portion
Land Use	$0*	$0
Economic Development	$0*	$0
Parks, Open Space, and Natural Resources	$45,212,917	$15,685,200
Pedestrian and Vehicular Transportation	$307,079,990	$68,766,990
Community Facilities	$17,500,000	$3,020,589
Total	**$369,792,907**	**$87,472,779**

* In-house

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NEXT STEPS

JUNE - JULY

Mayor and City Council Review and Approval

JULY- AUGUST - SEPTEMBER - OCTOBER

Transmit to Atlanta Regional Commission (ARC) and Department of Community Affairs (DCA) (90-day review period)

OCTOBER - NOVEMBER

Revise draft based on ARC and DCA comments/Mayor and City Council Adopt Plan

QUESTIONS ?

AGENDA REPORT

To: Honorable Mayor and City Council Members

From: Lynette Baker, Public Works Director

Date: July 23, 2018 – Work Session

Item: Discussion of Desired Scope for Future Right of Way Maintenance and Sign Maintenance Contracts

---

Issue:

As discussed with Council in June 2018, articulating the Council's service level expectations for right of way maintenance and sign maintenance is a necessary precursor to publication of Requests for Proposals for those services. Based on Council's last discussion, staff has prepared recommendations for service packages (ways to breakdown the services to increase competition) and clarifications to the major scope components focusing on desired results rather than dictating frequency of certain actions.

Background:

Right of way includes median islands, linear areas along roads, and some paths and easements. Right of way is granted for transportation purposes but also plays a role in creating a sense of place in a community. The care and maintenance of right of way can be thought of on a spectrum. At the highest level of care would be Disneyland. With immaculate, manicured grounds, the facilities give the appearance of daily maintenance. The other end of the spectrum would be a bankrupt community that does not spend any funds on maintenance. Compared to surrounding and similar municipalities, Johns Creek has historically been about average in its care and maintenance and above average in terms of projects such as the corner treatments (ex. stacked stone knee walls, knock-out roses, and crepe myrtles at Jones Bridge and State Bridge). The level of care for the City's right of way is a policy question for Council. Where on the spectrum of care would the City like to be?

Since incorporation, the City has ensured a specific level of right of way maintenance by contracting with Optech Monette, LLC. Optech is also responsible for sign maintenance for the City. As Optech was selected for both contracts, they were combined in 2015. The current contract expires September 30, 2018. Optech has agreed to extend their current contract on a monthly basis through December 2018 at the same terms and conditions to the current contract ($77,586/month). This gives the City time to complete the scope of services discussion and ensure the appropriate Request for Proposal (RFP) process and scope of services is completed.

Staff has evaluated the current contracted scope of services in conjunction with the Council's stated desire to maintain the right of way and sign appearance at a level equal to or greater than the day of installation. Staff recommends bidding the updated scope of services as five separate bids within the RFP:

1. Mowing and Landscaping Maintenance
2. Grass and Vegetation Treatment
3. Roadway Maintenance
4. Storm Drain Maintenance
5. Sign Maintenance

Therefore, contractors choose from the "menu of services" and apply in any or all of their areas of expertise. It is anticipated that this would increase competition and allow for smaller specialty contractors to focus on their unique capabilities.

Each separate bid section of the RFP provides a clear scope to ensure potential partners understand the desired levels of service and reporting mechanisms to ensure the performance is measured. Within some sections, enhanced scoping options are included to allow vendors to provide add-on or alternate pricing for these items allowing Council to weigh the costs of specific enhancements against other priorities.

In addition, staff is proposing that the RFP be scored in a two-phased approach. Phase 1 requires all vendors submit qualifications to become prequalified with the City as being capable of providing the requested scope of work. Phase 2 requires all Phase 1 prequalified vendors to then submit a fee and in turn, staff would recommend the lowest bidder for each of the five sections of right of way maintenance.

In the current contract, the City pays for all material costs such as pinestraw, signs, etc. but they are invoiced as pass-through expenses from the contractor. In order to take advantage of local sales tax exemption, staff is proposing the City directly pay for materials for the contract.

Scope of Services:
The detailed scope of services being proposed for the right of way maintenance RFP is attached. Major revisions to the scope are outlined below.

1. Mowing and Landscaping Maintenance:

Non-Median Maintenance (Shoulder):
The current scope calls for mowing a specific list of roadways totaling 56 miles once a month during the five month dormant season (November to March) and once per week during the seven month growing season (April to October) with a cap of 700 centerline miles per year. In addition, the current contract leaves it to the discretion of the Public Works Director to determine how to best optimize the mowing in the City. For clarity, staff recommends that the updated scope of work provides the following table outlining the minimum and maximum height for grass within the City based on type of grass. This method allows the vendor to determine the appropriate number of employees and equipment required to meet the scope without the City dictating maintenance frequency.

Grass Type	Minimum Height (inches)	Maximum Height (inches)
Bahia	2	4
Bermuda	0.5	2
Buffalo	2.5	4
Centipede	1	2.5

Grass Type	Minimum Height (inches)	Maximum Height (inches)
Fescue	1.5	3
Ryegrass	1.5	3
St. Augustine	2	4
Zoysia	0.5	2

Median and Roundabout Maintenance:
The current scope calls for weekly median maintenance for only Medlock Bridge Road and State Bridge Road. This includes a total of 4.5 acres of landscaped median and 15 acres of grass median. In the updated scope, staff has included eight roadways that have landscaped medians and increased to seven acres of landscaped median and 21 acres of grass median. In order to further clarify the scope, the grass height table noted above would also be included. Staff has also included details in the scope to ensure landscape beds are weeded, landscaping is pruned and foliage is trimmed on a regular basis.

In a proactive measure, staff has also asked for the cost/acre for new grassed and landscaped medians which will allow for expansion of the contract as new landscaped areas are added as well as give accurate maintenance costs to be shared with capital project requests and forecast in the City's 10-Year Financial Model.

2. Grass and Vegetation Treatment:
The current scope calls for the contractor to fertilize and provide weed control. Staff is proposing this scope be set up as an on-call service where a vendor provides a cost/unit for each item and makes recommendations for treatment. Therefore, if the decision is made that the recommended treatment is not addressing the needs of the City, there will be clear guidance and cost regarding additional treatment set in the contract.

3. Roadway Maintenance:
The current scope calls for the contractor to provide personnel and equipment for minor pot hole repair for approximately 300 pot holes per year. Staff is proposing this scope be setup as an on-call service where the vendor provides a cost/unit for each item the current vendor provides. Therefore, there will be clear guidance and cost regarding minor pot hole repair set in the contract.

4. Storm Drain Maintenance:
The current scope calls for the contractor to provide personnel and equipment for monthly storm drain maintenance and repair as well as maintenance (mow, trim) of nine City owned detention ponds. Staff is proposing this scope be setup as an on-call service where the vendor provides a cost/unit for each item the current vendor provides. In addition, there are some items such as monthly maintenance of city owned ponds that would be part of a base bid. As an enhanced scope, staff is suggesting the vendor provide a fee to proactively inspect drainage structures on eight primary and twenty- two secondary streets on a quarterly basis thus providing a report in regards to the drainage structures that may require cleaning and/or repair. Staff would the review and prepare work orders for the appropriate items based on the report.

5. Sign Maintenance:
The current scope of services includes labor for sign maintenance including installation, cleaning, straightening, repairing, trimming foliage and removal of graffiti from signs. The current scope includes approximately 600 signs

per year and includes a list of signs the contractor should have on hand to replace when needed. The current contractor is also responsible for repairing tuff curb (250 units/year), plastic posts (500/year) and moving radar signs which are not defined in the current scope of services. Staff recommends adding these specific items to the scope of services and obtaining pricing or cost/unit for the additional items.

Currently, tree trimming falls under the scope for sign maintenance, however in an effort to consolidate similar scope items, Staff recommends removing the trimming foliage aspect of this scope and reassigning it to 1. Mowing and Landscaping Maintenance.

Financial Impact:
The current base contract for right of way and sign maintenance is $931,032 with an additional budget of $150,000 in right of way maintenance materials and $50,000 in sign materials. Council will need to consider the desired level of service and plan for the subsequent cost as part of the Fiscal Year 2019 Budget.

Recommendation:
Staff recommends advertising an RFP with the proposed two-phase approach and attached scope of services.

Alternative Approaches:
- Negotiate further extension of current contract.
- Re-bid with current scope of services
- Separate current scope of services into greater or fewer contracts

Attachments:
- Current Scope of Services
- Right of Way Maintenance Map as per 2017 actual completed scope
- Proposed Scope of Services

I. General Performance

A. All construction and traffic maintenance work shall be performed in accordance with Georgia Department of Transportation Standard Specifications for Construction of Transportation Systems and other GDOT specifications as applicable.
B. Adhere to all current federal, State and local construction safety regulations, including OSHA regulations. Conform to Manual on Uniform Traffic Control Devices (MUTCD, current edition) and the State of Georgia Department of Transportation standards for traffic control. Submit a proposed Traffic Control Plan to the Public Works Director or his/her designee before starting any work involving a lane or roadway closure.
C. All construction signs and devices will be in like new condition and meet the latest GDOT requirements.
D. All flaggers must be GDOT and ATSSA certified. Traffic control will include flagging and covering areas along the site area that may present safety issues with pedestrians. The contractor must maintain a safe work zone for their employees, pedestrians and vehicular transportation.
E. When a water source is required, contractor shall secure a water meter from Fulton County. All water used on the project must be from a metered source.

II. Certifications

Provide copies of CDL licenses, GDOT flagger certifications, ISMA certifications, E-Verify, Affidavit of Lawful Presence and other certifications as applicable.

III. Work Order Priority

Perform services in accordance with an established work order priority schedule and ranking as set by the City of Johns Creek. After hours and emergency work orders may be authorized verbally and followed up with a written work order on the next business day. All work will be closed in the City's work order system as soon as the work is complete.

- Priority 1: Arrive on site within 2 hours and Complete within 4 hours.
- Priority 2: Complete within 24 hours.
- Priority 3: Assess within 24 hours and Complete within 72 hours.
- Priority 4: Assess within 24 hours and Complete within 10 business days.
- Priority 5: Assess within 24 hours and Complete within 90 business days.

Work orders will not be considered complete until approved by City staff.
Rejected work will be completed within 2 hours of notice of rejection for Priority 1, 24 hours of notice of rejection for Priority 2 and 72 hours of notice of rejection for Priority 3 and 4 work orders. Time extension of these deadlines will be considered on a case by case basis and approved by the Public Works Director or his/her designee. Lack of parts, personnel or equipment required in the normal performance of this agreement will not qualify as reason to extend deadlines. Upon notification to the City staff, an agreed upon amount of additional time will be allowed for special order supplies to be installed.

IV. Equipment, Materials, and Personnel

A. Provide equipment and vehicles necessary to complete the tasks as described and within the timeframes specified. Maintain equipment to meet clean and professional condition reflecting the City's high standards.
B. They City shall pay for materials such as mulch, pine straw, sod, signs, etc. in addition to the lump sum contract price upon approval by City staff.
C. The City shall provide a maintenance yard for the contractor's use.
    1. The yard shall be maintained in the condition in which it was received.
    2. contractor is responsible for the safety and organization of the materials related to the contract.
D. Provide crew(s) with the proper number of staff and equipment to perform right of way maintenance identified in the below scope and in assigned work orders. Adequate personnel must be provided to meet safety requirements at all times.
E. Some of this work will necessitate after hours call out and/or weekend work. Provide crews available for incidents, emergencies and weather related emergencies on a 24 hour on-call basis with a 2 hour response time.

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1. Mowing and Landscaping Maintenance

A. Scope of Services

Non-Median Maintenance

1. Clean debris and trash from grassed (7.01 acres) and landscaped (21.11 acres) areas prior to mowing and edging.
2. Mow, edge and trim the entire area from edge of pavement to ROW limit that is not currently being maintained by adjacent landowners.
    - Maintain weed-free asphalt, concrete medians, and sidewalks, and any concrete area throughout the City at all times.
3. Grass shall not exceed the maximum height for the type of grass present (see below)*:

Grass Type	Minimum Height (inches)	Maximum Height (inches)
Bahia	2	4
Bermuda	0.5	2
Buffalo	2.5	4
Centipede	1	2.5
Fescue	1.5	3
Ryegrass	1.5	3
St. Augustine	2	4
Zoysia	0.5	2

*__Note:__ In an area with two or more grass types, the grass type is chosen by the leading majority of the surrounding grass (i.e. 51% or more of the surrounding grass type).

4. Maintain a mulched safe zone around tree bases for protection where required on a seasonal basis.
    a. Mulch depth shall range from 3-5 inches as necessary.
    b. In ideal cases, the mulched area should cover the drip line of a tree. Otherwise, use professional judgment to determine the required mulching area.
5. Trim all trees, posts, walls, signs and other elements in the ROW.
    a. Use the proper safety precautions such as traffic control, personal protective equipment, and the appropriate tools.
    b. Trimming shall ensure the required sight distance at all locations and intersections.
    c. Trim foliage for all City signs (8,000) for visibility and the required sight distance as requested.
6. Edge all walks, drives, curb, and planting beds (all planting beds shall maintain a smooth contour) in coordination with grass cutting activities.
7. Blow grass from sidewalks and curbs in coordination with grass cutting activities.
8. Properly dispose of debris and trash associated with grass cutting activities.
9. Modifications to frequency of cutting and specific streets and limits to be cut shall be determined by the City's Public Works Director or his/her designee.
10. Streets to be mowed shall include the following Primary and Secondary streets:

Primary streets (8): 35 centerline miles

1. Jones Bridge Road (McGinnis Ferry Road to Barnwell Road)
2. McGinnis Ferry Road (Douglas Road to Sargent Road)
3. McGinnis Ferry Road (Technology Circle to Chattahoochee River)
4. Old Alabama Road (Medlock Bridge Road to Nesbit Ferry Road)
5. State Bridge Road (Kimball Bridge Road to Chattahoochee River)
6. State Route 120/Abbotts Bridge Road (Jones Bridge Road to Chattahoochee River)*
7. State Route 120/Kimball Bridge Road (Jones Bridge Road to State Bridge Road)*
8. State Route 141/Medlock Bridge Road (McGinnis Ferry Road to Chattahoochee River)*

*__Note:__ A GDOT right of way maintenance permit is required for work on State Route 141/Medlock Bridge Road and State Route 120/Abbotts Bridge Road/Kimball Bridge Road

Secondary streets (22): 30 centerline miles

1. Alvin Road
2. Autry Mill Road
3. Barnwell Road
4. Bell Road
5. Boles Road
6. Brumbelow Road
7. Buice Road
8. Byers Road
9. Douglas Road
10. Findley Road
11. Fox Road
12. Haynes Bridge Road
13. Medlock Crossing Parkway
14. Morton Road
15. Old Medlock Bridge Road
16. Parsons Road
17. Rogers Bridge Road
18. Rogers Circle
19. Rogers Trail
20. Sargent Road
21. Spruill Road
22. Wilson Road

11. The Johns Creek Greenway should also be mowed and maintained according to the above landscaping judgments.

Median & Roundabout Maintenance

1. Clean debris and trash from grassed and landscaped areas.
2. Mow, edge and trim the entire grassed area from edge of pavement to edge of pavement that is not currently being maintained by adjacent landowners
3. Maintain grass at the recommended height for the type of grass present (see below)*.

Grass Type	Minimum Height (inches)	Maximum Height (inches)
Bahia	2	4
Bermuda	0.5	2
Buffalo	2.5	4
Centipede	1	2.5
Fescue	1.5	3
Ryegrass	1.5	3
St. Augustine	2	4
Zoysia	0.5	2

*__Note:__ In an area with two or more grass types, the grass type is chosen by the leading majority of the surrounding grass (i.e. 51% or more of the surrounding grass type).

4. Edge all curb, and planting beds (all planting beds shall maintain a smooth contour).
5. Prune bushes and trees to the size and times appropriate per species.
6. Properly dispose of debris and trash associated with median maintenance activities.
7. Modifications to frequency of maintenance shall be determined by the City's Public Works Director or his/her designee.
8. Medians (28.12 acres) to be maintained shall include the following streets:

Streets (8) with medians:

1. State Route 141/Medlock Bridge Road (McGinnis Ferry Road to Chattahoochee River)*
2. State Route 141/Medlock Bridge Greenway
3. State Bridge Road (Kimball Bridge Road to Chattahoochee River)
4. Jones Bridge Road
5. Sargent Road (2 roundabouts)
6. McGinnis Ferry Road
7. Old Alabama Road
8. Bell Road (2 roundabouts)

***Note:** A GDOT right of way maintenance permit is required for work on State Route 141/Medlock Bridge Road and State Route 120/Abbotts Bridge Road/Kimball Bridge Road

Trash Removal

1. In addition to litter and debris removal where non-median and median mowing will take place, the contractor shall be responsible for all right of way litter and debris removal. These areas include, but are not limited to, right of way fences, roadway depressions, around guardrails, structures, and bridges.
2. Make a reasonable effort to police and remove cigarette butts and trash at intersections.
3. Remove and dispose of dead animal carcasses.
    - Average workload: 200 deer/year and 180 other animals/year
    a. If the dead animal cannot be located, notify City staff. If a request for removal of a dead animal is placed at the same location, then the contractor must return to the site and locate/remove the animal at no extra cost.
    b. Carcass disposal shall be an appropriate location designated by the City of Johns Creek.
4. Remove graffiti as necessary.
    - Average workload: 10/year

B. <u>Enhanced Scope of Services</u>

1. Replace/Install landscaping trees/bushes.
    - Average workload: 1500/year
2. Provide pricing for additional landscaped medians.
3. Provide pricing for additional grassed medians.
4. Provide pricing for tree removal up to 24 inches in diameter.

C. <u>Emergency or Special Project Services</u>

1. Provide pricing for fallen tree removal services for trees up to 24 inches in diameter.
2. Provide pricing for emergency or special project services such as snow and flood events, storm clean up, etc.:

    a. Provide hourly pricing for one person and a truck.
    b. Provide hourly pricing for two people and a truck.
    c. Provide hourly pricing for three people and a truck.

2. Grass and Vegetation Treatment

A. Scope of Services

1. Use pre- and post-emergent herbicides as needed to control areas along walls, guard rails, fence lines, tree wells and building edges, but minimize dead appearance, on all right of way grass as needed.
2. Aerate all right of way grass as necessary.
3. Fertilize all grassed areas as necessary to promote healthy and uniform growth.
4. Remove weeds from median beds and other grassed areas throughout the City's right of way.
   a. All grassed areas should remain at least 90% weed free at all times.
   b. Any weeds not eliminated shall not be greater than 2 inches in height.

B. Emergency or Special Project Services

1. Provide hourly pricing for one person and a truck.
2. Provide hourly pricing for two people and a truck.
3. Provide hourly pricing for three people and a truck.

3. Roadway Maintenance

A. Scope of Services

Potholes

1. Maintain adequate traffic safety control while performing roadway maintenance tasks.
2. Perform minor (a 3 foot by 3 foot area or less) pothole repairs as needed.
   - Average workload: 400 potholes/year
   a. Clear pothole of all debris and water to the necessary depth until stable pavement is found before beginning any repairs.
   b. Square off edges of pothole before beginning any repairs.

Sinkholes

1. Maintain adequate traffic safety control while performing roadway maintenance tasks.
2. Repair roadway sinkholes as needed.
   - Average workload: 25 sinkholes/year
   a. Using professional judgment, determine the proper remediation process. Filling through grouting or QPR may be necessary.
   b. Sinkhole repair may include items such as grouting, minor structure repair, sawcutting pipes, backfilling and plating, and more.
3. Sinkholes that appear by catch basins in grassed areas shall also be repaired as needed.
   a. Using professional judgment, determine the proper remediation process.
   b. Sinkhole repair may include items such as grouting, minor structure repair, sawcutting pipes, backfilling and plating, and more.

B. Enhanced Scope of Services

1. Maintain gravel road as necessary (1 mile/year)

C. Emergency or Special Project Services

1. Provide hourly pricing for two people and a truck.
2. Provide hourly pricing for three people and a truck.

4. Storm Drain Maintenance

A. Scope of Services

1. Maintain adequate traffic safety control while performing storm drain maintenance tasks.
2. Maintain industry standards for line washing of drainage piping and culvert, vacuuming of curb inlets, catch basins and drop inlets for the storm drain system.
    - Average workload: 4 culverts, 20 structures, and 20 pipes per year
3. Repair/regrade ditch as needed
    - Average workload: 3/year
4. Grout/seal catch basins and pipes as needed
    - Average workload: 10/year
5. Repair pipe inverts
    - Average workload: 5/year
6. Ensure clear weep holes on bridges (21) once per month.
7. Clean/clear curb and gutter
    - Average workload: (800 LF/year)
8. Collect and properly dispose of all solids and debris washed and vacuumed from the storm drain system.
9. Pond Maintenance (12 ponds) – Maintain each pond once per month each year. Remove/tame vines, kudzu, and overgrowth that interfere with function of the City's detention ponds.

B. Enhanced Scope of Services

1. Perform proactive inspections of all storm drain structures on primary and secondary streets quarterly (see below). Items to look for include, but are not limited to, debris, grass, dirt, foreign objects, invert failure, grouting failure, and box failure.

Primary streets (8): 35 centerline miles

1. Jones Bridge Road (McGinnis Ferry Road to Barnwell Road)
2. McGinnis Ferry Road (Douglas Road to Sargent Road)
3. McGinnis Ferry Road (Technology Circle to Chattahoochee River)
4. Old Alabama Road (Medlock Bridge Road to Nesbit Ferry Road)
5. State Bridge Road (Kimball Bridge Road to Chattahoochee River)
6. State Route 120/Abbotts Bridge Road (Jones Bridge Road to Chattahoochee River)*
7. State Route 120/Kimball Bridge Road (Jones Bridge Road to State Bridge Road)*
8. State Route 141/Medlock Bridge Road (McGinnis Ferry Road to Chattahoochee River)*

*__Note:__ A GDOT right of way maintenance permit is required for work on State Route 141/Medlock Bridge Road and State Route 120/Abbotts Bridge Road/Kimball Bridge Road

Secondary streets (22): 30 centerline miles

1. Alvin Road
2. Autry Mill Road
3. Barnwell Road
4. Bell Road
5. Boles Road
6. Brumbelow Road
7. Buice Road
8. Byers Road
9. Douglas Road
10. Findley Road
11. Fox Road
12. Haynes Bridge Road
13. Medlock Crossing Parkway
14. Morton Road
15. Old Medlock Bridge Road
16. Parsons Road
17. Rogers Bridge Road
18. Rogers Circle
19. Rogers Trail
20. Sargent Road
21. Spruill Road
22. Wilson Road

Streets (8) with medians:

1. State Route 141/Medlock Bridge Road (McGinnis Ferry Road to Chattahoochee River)*
2. State Route 141/Medlock Bridge Greenway
3. State Bridge Road (Kimball Bridge Road to Chattahoochee River)
4. Jones Bridge Road
5. Sargent Road (2 roundabouts)
6. McGinnis Ferry Road
7. Old Alabama Road
8. Bell Road (2 roundabouts)

***Note:** A GDOT right of way maintenance permit is required for work on State Route 141/Medlock Bridge Road and State Route 120/Abbotts Bridge Road/Kimball Bridge Road

2. Deliver results report or write up to City staff for evaluation. Upon the City's approval, proceed with the appropriate measures.
3. For all storm drain structures, ensure that 15 feet of each side of the opening is cleared.

C. Emergency or Special Project Services

1. Provide hourly pricing for two people and a truck.
2. Provide hourly pricing for three people and a truck.

5. Sign Maintenance

A. Scope of Services

Signage

1. As directed, contractor will perform installation of new and maintenance of existing traffic signs (approximately 8,000 signs) including cleaning (i.e. dirt, graffiti, etc.), straightening and repairing signs, trimming foliage to ensure proper sight distance.
2. As directed, the contractor will install, replace or remove street signs (8,000).
3. As directed, the contractor will install, replace or remove speed feedback signs (8).
4. As directed, the contractor will install, replace or remove tuff curb bases and posts (1000 LF). This applies for both white and yellow tuff curb bases and posts.
5. Provide recommendations based on the MUTCD and accepted traffic engineering standards and practices for sign installation, location or replacement. The sign crew(s) will be vigilant to observe and correct sign issues as they travel about the City. If an issue cannot be corrected immediately, the sign crew will notify City staff; a separate work order can be made to ensure the issue is resolved.
6. Contractor will be responsible for implementing the City's traffic calming measures as identified by staff. This includes moving speed feedback signs to appropriate locations for traffic calming studies, installation of temporary traffic calming devices and maintenance of existing traffic calming devices.
7. Coordinate and conduct continuous training with City staff for proper foliage trimming for all assigned certified personnel.
8. Provide crew(s) with the proper number of staff and equipment to perform traffic sign maintenance identified by the work orders assigned by City staff. Adequate personnel must be provided to meet safety requirements at all times.
9. Some work will necessitate after-hours and/or weekend calls. Certified sign personnel will be available for incidents and weather related emergencies on a 24 hour on-call basis with a 2 hour response time. The City's contractor will ensure daily sign personnel; during working hours, and on-call personnel and their supervisors after hours, will be available by phone. E-mail communications will be between City staff and supervisory personnel only.

Utility Locates

The contractor will be responsible for all utility locates needed for the installation and maintenance of signs. They will be required to mark proposed sign locations and request and confirm utility locates, per the 811 system, as required by Georgia law.

Sign Materials

The contractor will maintain an inventory of common signs in the City for immediate installation which will include a minimum of two (2) each red series signs (Stop, All Way plates, Yield, Do Not Enter, Wrong Way) designated specifically for after-hours emergencies. The contractor shall also have a minimum of 20 – 2" x 10' square poles and 20 – 2 ¼" x 36" square anchors stored at a contractor designated facility in the City or on

the sign truck. All street name signs shall conform to City of Johns Creek sign standards. The contractor will provide all sign materials and posts. Labor and trucks will be invoiced on a 40 hour basis. The City will reimburse the cost of all sign materials and tuff curb used. Radar signs will be provided by the City. All materials shall be listed by the MUTCD (Current Edition) codes and shall be standard roadway sizes.
***All signs to be high intensity prismatic sheeting.**

Sign Truck

The contractor will provide a truck of sufficient size to conduct sign operations. The truck must be designed to hold signs in an upright position to prevent signs from being scratched or damaged. Equipment for normal and emergency sign operations is mandatory to deliver specified services. All trucks and equipment must be maintained to meet the City's cleanliness and professional standards. All equipment provided must be able to meet the 2 hour maximum response time for emergency call outs.

B. Materials or Special Project Services

1. Provide pricing for items as outlined in chart below:

Item	Number	Size	Price
Stop	R1-1	30"	
Yield	R1-2	30"	
Do Not Enter	R5-1	30" x 30"	
Wrong Way	R5-1a	36" x 24"	
All-Way Plate	R1-3P	18"	
Speed Limit	R2-1	24" x 30"	
School Zone	S5-1	24" x 48"	
Street Name Sign		9" x 36"	
Tuff Curb w/Post			
Tuff Curb (Post Only)			
10' Sign Post			
12' Sign Post			
36" Stub			

2. Provide pricing for emergency or special project services:

   a. Provide hourly pricing for one person and a truck.
   b. Provide hourly pricing for two people and a truck.
   c. Provide hourly pricing for three people and a truck.

6. Bid Pricing

Category	Scope Items		Cost per Unit	Total Cost
1. Mowing and Landscaping Maintenance	Non-Median Maintenance (LS)			
	Median & Roundabout Maintenance (LS)			
	Trash Removal (LS)			
	Enhanced Scope of Services	Replace/Install Landscaping Trees/Bushes (EA)		
		Additional Landscaped Medians (acre)		
		Additional Grassed Medians (acre)		
		Tree Removal (up to 24” in diameter) (EA)		
	Emergency or Special Project Services	One Person and a Truck (HR)		
		Two People and a Truck (HR)		
		Three People and a Truck (HR)		
2. Lawn Care	Scope of Services (LS)			
	Emergency or Special Project Services	One Person and a Truck (HR)		
		Two People and a Truck (HR)		
		Three People and a Truck (HR)		
3. Roadway Maintenance	Potholes (EA)			
	Sinkholes (EA)			
	Enhanced Scope of Services	Maintain Gravel Road (mile)		
	Emergency or Special Project Services	Two People and a Truck (HR)		
		Three People and a Truck (HR)		
4. Storm Drain Maintenance	Scope of Services (LS)			
	Enhanced Scope of Services	Proactive Structure Inspections (LS)		
		Results Report (LS)		
		Structure Cleaning (LS)		
	Emergency or Special Project Services	Two People and a Truck (HR)		
		Three People and a Truck (HR)		
5. Signage	Signage (LS)			
	Utility Locates (LS)			
	Sign Materials (LS)			
	Sign Truck (LS)			
	Materials or Special Project Services	One Person and a Truck (HR)		
		Two People and a Truck (HR)		

EXHIBIT A

SCOPE OF SERVICES

MANDATORY REQUIREMENTS

This section identifies all mandatory requirements which must be present in the proposal before further consideration will be given. Offeror must prepare and submit a response which references the page(s) of the Technical Response where satisfaction of the Mandatory Requirements is substantiated.

Right of Way Maintenance

Mowing

General Performance

- All construction and traffic maintenance work shall be performed in accordance with Georgia Department of Transportation Standard Specifications for Construction of transportation Systems and other GDOT specifications as applicable.
- Adhere to all current State and Federal construction safety regulations, including OSHA regulations. Conform to Manuel on Uniform Traffic Control Devises (MUTCD, current edition) and the State of Georgia Department of Transportation standards for traffic control. Submit a proposed Traffic Control Plan to the Public Works Director or his/ her designee before starting any work involving a lane or roadway closure.
- All construction signs and devices will be in like new condition and meet the latest GDOT requirements.
- All flaggers must be GDOT certified. Traffic control will include flagging and covering areas along the site area that may present safety issues with pedestrians. The Contractor must maintain a safe work zone for their employees, pedestrians and vehicular transportation.
- When a water source is required, contractor shall secure a water meter from Fulton County. All water used on the project must be from a metered source.

Certifications

Provide copies of CDL licenses, GDOT flagger certifications, ISMA certifications and other certifications as applicable.

Services

Perform the following services:

- Provide labor and equipment for right of way mowing (approximately 700 centerline miles) and related services, litter pickup, graffiti removal, pickup and disposal of illegally dumped material and dead animals.
- Provide personnel and equipment to complete the tasks as described below. All work shall conform to Georgia Department of Transportation Standard Specifications, current edition.

- Provide crew(s) with the proper number of staff and equipment to perform right of way maintenance identified in the scope and in assigned work orders. Adequate personnel must be provided to meet safety requirements at all times.
- Some of this work will necessitate after hours call out and/ or weekend work. Provide crews available for incidents, emergencies and weather related emergencies on a 24 hour on-call basis with a 2 hour response time.

Work Order Priority

Perform services in accordance with an established work order priority schedule. After hours and emergency work orders may be authorized verbally and followed up with a written work order.

- Priority 1: Complete within 24 hours.
- Priority 2: Complete within 72 hours.
- Priority 3: Complete within 10 business days.
- Priority 4: Complete within scheduled maintenance period.

Right of Way Mowing

The following procedures are included as part of the right of way mowing process:

- Clean debris and trash form grassed and landscaped areas prior to mowing and edging.
- Mow, edge and trim the entire area from curb to ROW limit that is not currently being maintained by adjacent landowners at a frequency of once per month during dormant months and once per week during the growing season. The growing and mowing season generally extends from April 1 through October 31. However, non-growing season mowing may be required as needed.
- Make a reasonable effort to police and remove cigarette butts and trash at intersections.
- Maintain grass at the recommended height for the type of grass present.
- Edge all walks, drives, curb, and planting beds (all planting beds shall maintain a smooth contour).
- Trim all trees, posts, walls, and other elements in the ROW in a safe manner.
- Maintain a mulched safe zone around tree bases for protection where required.
- Blow grass from sidewalks and curbs in coordination with grass cutting and ROW maintenance activities.
- Clean debris, trash, and litter associated with grass cutting and ROW maintenance activities (properly dispose of grass clippings).

Equipment

Provide equipment and vehicles necessary to complete the tasks as described and within the timeframes specified. Maintain equipment to meet clean and professional condition reflecting the City's high standards.

Storm Drains

General Performance

- All construction and traffic maintenance work shall be performed in accordance with Georgia Department of Transportation Standard Specifications for Construction of transportation Systems and other GDOT specifications as applicable.
- Adhere to all current State and Federal construction safety regulations, including OSHA regulations. Conform to Manuel on Uniform Traffic Control Devises (MUTCD, current edition) and the State of Georgia Department of Transportation standards for traffic control. Submit a proposed Traffic Control Plan to the Public Works Director or his/ her designee before starting any work involving a lane or roadway closure.
- All construction signs and devices will be in like new condition and meet the latest GDOT requirements.
- All flaggers must be GDOT certified. Traffic control will include flagging and covering areas along the site area that may present safety issues with pedestrians. The Contractor must maintain a safe work zone for their employees, pedestrians and vehicular transportation.
- When a water source is required, contractor shall secure a water meter from Fulton County. All water used on the project must be from a metered source.

Certifications

Provide copies of CDL licenses, GDOT flagger certifications, ISMA certifications and other certifications as applicable.

Services

Perform the following services:

- Provide labor and equipment for right of way storm drain maintenance services.
- Provide personnel and equipment to complete the tasks as described below. All work shall conform to Georgia Department of Transportation Standard Specifications, current edition.
- Provide crew(s) with the proper number of staff and equipment to perform right of way maintenance identified in the scope and in assigned work orders. Adequate personnel must be provided to meet safety requirements at all times.
- Some of this work will necessitate after hours call out and/ or weekend work. Provide crews available for incidents, emergencies and weather related emergencies on a 24 hour on-call basis with a 2 hour response time.

Work Order Priority

Perform services in accordance with an established work order priority schedule. After hours and emergency work orders may be authorized verbally and followed up with a written work order.

- Priority 1: Complete within 24 hours.
- Priority 2: Complete within 72 hours.
- Priority 3: Complete within 10 business days.
- Priority 4: Complete within scheduled maintenance period.

Right of Way Storm Drain Maintenance

The following procedures are included as part of the right of way storm drain maintenance process:

- Provide labor and equipment to maintain the storm drain system in the City of Johns Creek in accordance with agreed upon schedules and frequencies.
- Maintain industry standards for line washing of drainage piping and culvert, vacuuming of curb inlets, catch basins and drop inlets for the storm drain system.
- Maintain adequate traffic safety control while performing storm drain maintenance tasks.
- Collect and properly dispose of all solids and debris washed and vacuumed from the storm drain system.
- Complete all work orders in accordance with priority rankings.
- The City's nine (9) detention ponds shall be mowed and trimmed on a monthly schedule.

Equipment

Provide equipment and vehicles necessary to complete the tasks as described and within the timeframes specified. Maintain equipment to meet clean and professional condition reflecting the City's high standards.

Minor Pot Hole Repairs

General Performance

- All construction and traffic maintenance work shall be performed in accordance with Georgia Department of Transportation Standard Specifications for Construction of transportation Systems and other GDOT specifications as applicable.
- Adhere to all current State and Federal construction safety regulations, including OSHA regulations. Conform to Manuel on Uniform Traffic Control Devises (MUTCD, current edition) and the State of Georgia Department of Transportation standards for traffic control. Submit a proposed Traffic Control Plan to the Public Works Director or his/ her designee before starting any work involving a lane or roadway closure.

- All construction signs and devices will be in like new condition and meet the latest GDOT requirements.
- All flaggers must be GDOT certified. Traffic control will include flagging and covering areas along the site area that may present safety issues with pedestrians. The Contractor must maintain a safe work zone for their employees, pedestrians and vehicular transportation.
- When a water source is required, contractor shall secure a water meter from Fulton County. All water used on the project must be from a metered source.

Services

Perform minor (a 3 foot by 3 foot area or less) pot hole repairs, as necessary (approximately 300 per year).

Emergency or Special Project Services

- Provide pricing for additional centerline miles of grass cutting.
- Provide pricing for tree removal services.
- Provide pricing for Vac-Con truck services,
- Provide pricing for CCTV services.
- Provide pricing for emergency or special project services:
  - Provide hourly pricing for one person and a truck.
  - Provide hourly pricing for two people and a truck.
  - Provide hourly pricing for three people and a truck.

Traffic Sign Services

General Performance

All construction and traffic maintenance work shall be performed in accordance with Georgia Department of Transportation Standard Specifications for Construction of transportation Systems and other GDOT specifications as applicable.

- Adhere to all current State and Federal construction safety regulations, including OSHA regulations. Conform to Manual on Uniform Traffic Control Devises (MUTCD, current edition) and the State of Georgia Department of Transportation standards for traffic control. Submit a proposed Traffic Control Plan to the Public Works Director or his/ her designee before starting any work involving a lane or roadway closure if longer than the minimum required by the MUTCD.
- All construction signs and devices will meet the latest GDOT requirements.
- All flaggers must be certified. Traffic control will include flagging and covering areas along the site area that may present safety issues with pedestrians.
- The Contractor must maintain a safe work zone for their employees, pedestrians and vehicular transportation.

Certifications

Provide copies of flagger certifications, ISMA certifications and other certifications as applicable for all personnel assigned to work in the city.

Work Order Priority

Perform services in accordance with an established work order priority schedule. After hours and emergency work orders may be authorized verbally and followed up with a written work order.

- Priority 1: Complete red series sign requests within 2 hours of notification and complete other Priority 1 requests within 24 hours.
- Priority 2: Complete within 72 hours.
- Priority 3: Complete within 10 business days.
- Priority 4: Complete within 90 days.

Work orders will not be considered complete until approved by city staff. Rejected work will be completed within 24 hours for priority1 and 2 and within 72 hours for priority 3 and 4. Time extension of these deadlines will be considered on a case by case basis and approved by the Public Works Director or his designee. Lack of parts, personnel or equipment required in the normal performance of this agreement will not qualify as reason to extend deadlines. Additional time will be allowed for special order supplies.

Sign Services

Perform the following services:

- Provide sign maintenance services for traffic signs including installation, cleaning, straightening, repairing (e.g. replacing bolts, resetting street sign on existing post); trimming foliage around signs and/ or the blocking of sight visibility of signs; and the removal of graffiti from signs and traffic signal cabinets.
- Install or replace approximately 600 signs and ground or aerial mount.
- Provide recommendations based on the MUTCD, current edition and on accepted traffic engineering standards and practices for sign replacement, location, or installation.
- Provide training for proper foliage trimming for all crew members prior to working in the city (training will be conducted by qualified city staff.).
- Provide labor and equipment coverage for a forty (40) hour concurrent work week within the city. The exception of scope requirements and recognized holidays. Provide personnel to complete the tasks as described below (all work shall conform to the MUTCD, current edition and Georgia Department of Transportation Standard Specifications, current edition).
- Provide crew(s) with the proper number of staff and equipment to perform traffic sign maintenance identified in the scope and in assigned work orders. Adequate personnel must be provided to meet safety requirements at all times
- Some of this work will necessitate after hours call out and/ or weekend work. Provide crews available for incidents, emergencies and weather related emergencies on a 24 hour on-call basis with a 2 hour response time. Provide 40

hour a week crew a cell phone. The city needs to communicate with the project manager on any e-mails not the crew in the truck.

Utility Locates

Mark proposed sign locators and request and confirm utility locates as required by Georgia law.

Sign Materials

Provide an inventory of certain common signs on site for immediate installation:

Quantity	Sign* No. and Symol	Size
5	R1 - 1	30"
1	R1 - 2	30"
2	R2 - 1 (25 MPH)	24"X 30 "
2	R2 - 1 (30 MPH)	24"X 30 "
2	R2 - 1 (35 MPH)	24"X 30 "
1	R5 - 1	30"
2	W1 - 2L	30" X 30"
2	W1- 2R	30" X 30"
3	W1 - 8	18" X 24"
2	W2 - 2	30" X 30"
1	W3 - 1	30" X 30"

*All signs to be high intensity prismatic sheeting.

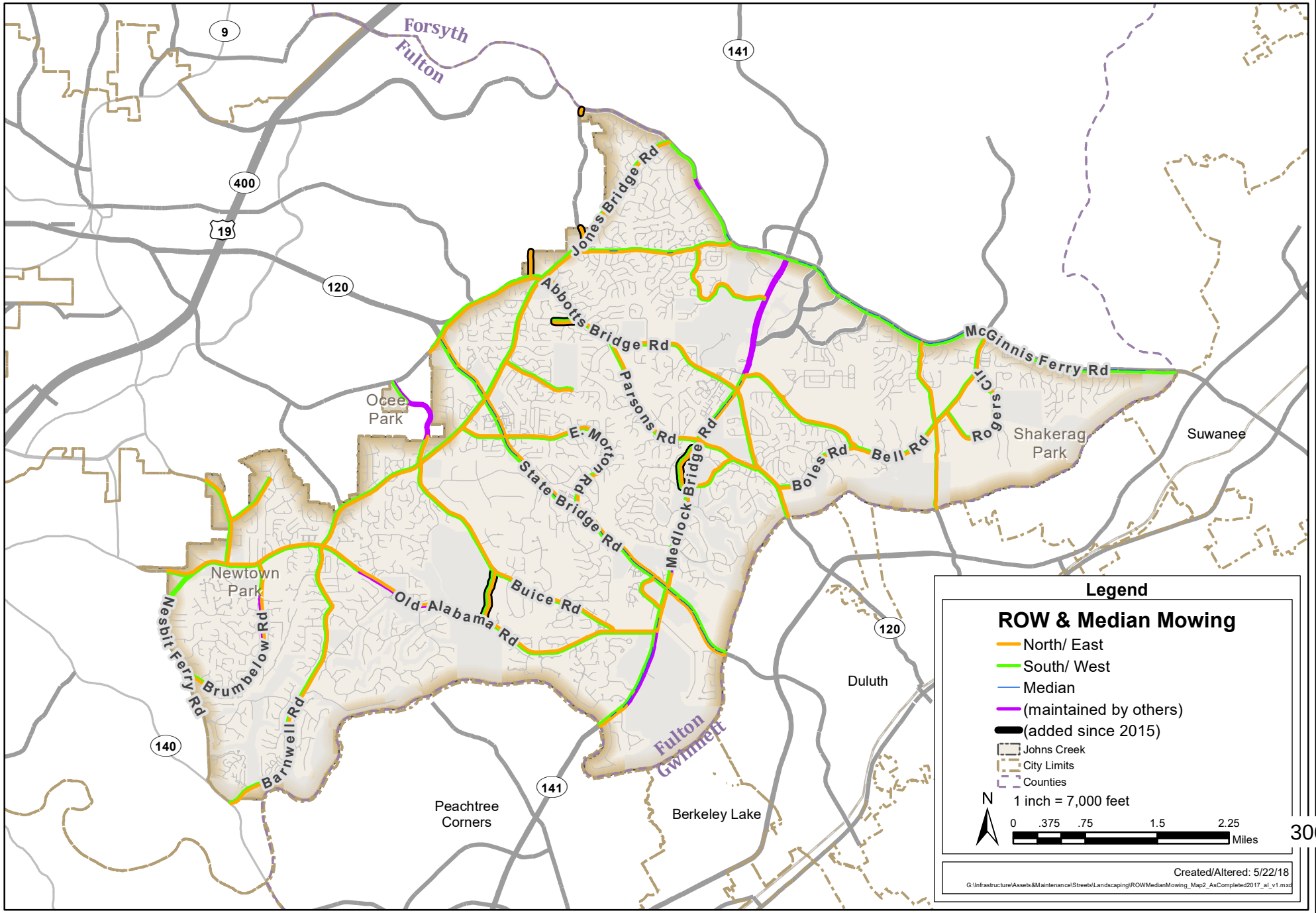
Contractor shall also have a minimum of 10 – 2" x 10' square poles and 10 – 2 ¼" x 36" square anchors in the city stored at NewTown Park or on the truck. All street name signs shall conform to City of Johns Creek sign standards. Provide all sign materials and posts and ensure compliance with the MUTCD (current edition) and current City standards. All materials shall be listed by the MUTCD (current edition) sign codes and shall be standard roadway sizes.

Traffic Sign Equipment

Provide equipment as required for normal operations and emergency operations to deliver the described services. Maintain equipment to meet clean and professional condition reflecting the City's high standards. Provide a truck of sufficient size and that is designed to hold signs in an upright position to prevent signs from being scratched or damaged. Provide equipment to meet a 2 hour maximum response time for emergency callouts.

Right of Way & Median Mowing/Maintenance

Map #2 - Locations as Completed in 2017



AGENDA REPORT

To: Honorable Mayor and City Council Members

From: Chris Haggard, Assistant Public Works Director

Date: July 23, 2018 – Work Session

Item: Kimball Bridge (State Bridge to Jones Bridge) - Approval of Construction Contract Amendments and Change Order

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Item Summary

GDOT has agreed to cover 100% of the costs for a change order on the Kimball Bridge Road widening (from State Bridge Road to Jones Bridge Road) necessitated by unsuitable soils and design modifications (needed to further mitigate impacts to neighboring properties). To accept the funds (which require no additional local match), staff recommends Council approval for the required documents (Supplemental Agreements #1 and #2 accepting $775,500.60 from GDOT and change order for $775,500.60 with contractor Vertical Earth).

Why are we recommending?

Staff recommends accepting the funding to eliminate the need for further direct City funding on the project and keep the project on schedule.

Background:

In 2013 the City entered a Project Framework Agreement with GDOT for the engineering and design work to widen SR120/Kimball Bridge Road (from State Bridge Road to Jones Bridge Road). The project widens the road from two to four lanes and adds turn lanes, sidewalks, and lighting. In June 2015, Council approved the right of way contract. In September 2017, Council approved the construction agreement with GDOT and accepted funding in the amount of $9,674,898.71. At the same meeting, Council approved a contract with contractor Vertical Earth to construct of the project.

Construction began in November 2017 and is anticipated to complete in Summer 2019. However, unsuitable soils, grading challenges, and design changes (as further enumerated below) have been identified as outside of the original scope and contract between the City and GDOT necessitating a change order.

- Unsuitable soils requiring:
  - Additional foundation backfill material
  - Revision to a wall type

- Grading challenges requiring a taller wall and revised wall type near the power distribution property. The revised wall also minimized the utility relocations at the power distribution property, therefore preventing further delays.
- Increased quantity of materials for asphalt leveling
- Design change to reduce the overall impact on neighboring properties that resulted in an increase in guardrail quantity (needed to meet code)

The cost of the change orders covering the enumerated items has been negotiated with the contractor. GDOT has agreed to cover 100% of the cost of the change order.

Financial Impact:

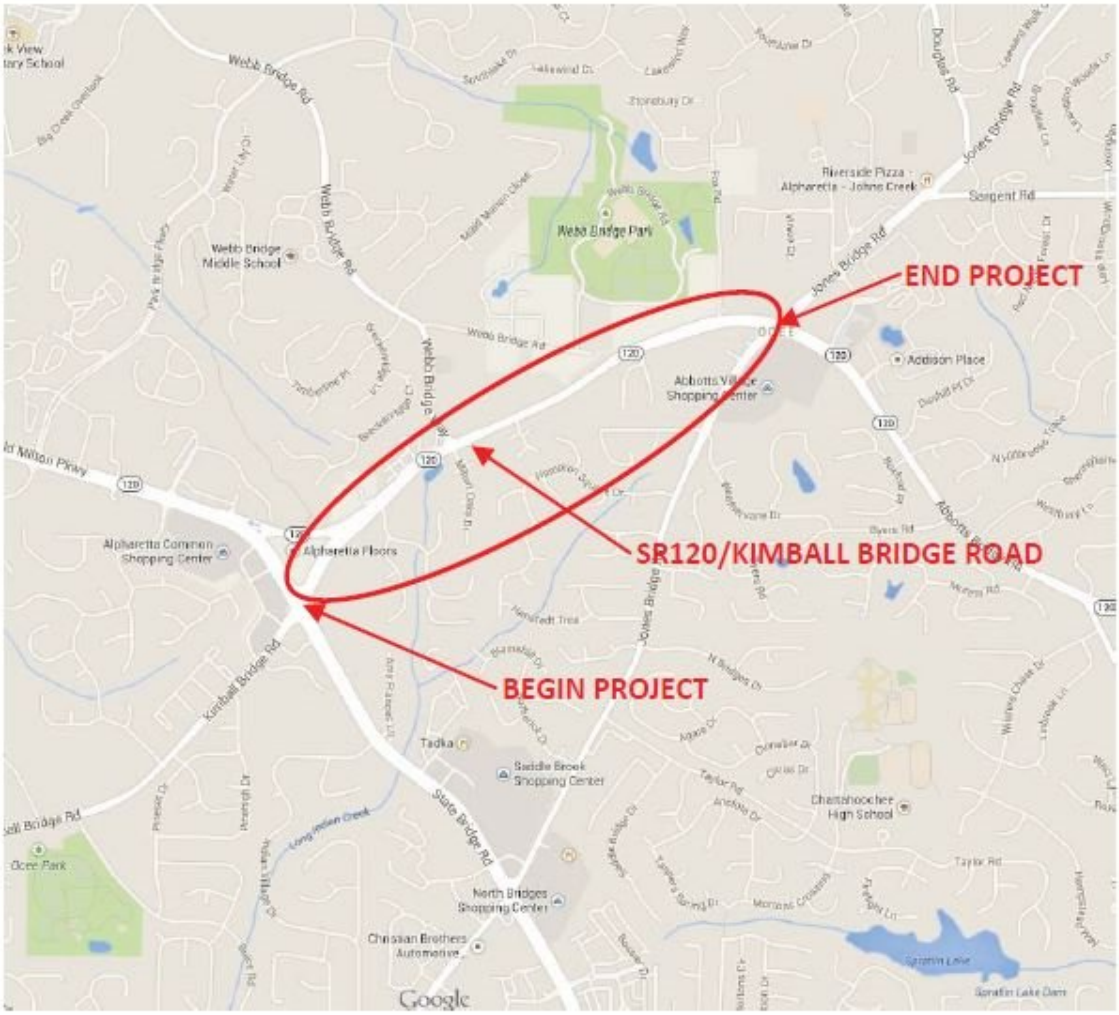
The financial impact of the proposed change order is a net neutral to the City. GDOT is requiring no local match (no additional local funds) for the change order. If approved, the City would accept the additional $775,500.60 from GDOT and the City would pay Vertical Earth an additional $775,500.60.

The overall construction phase budget is $9,674,898.71 (as seen on page 5 of the current construction agreement attached). GDOT did not require a local match for the construction phase and is not requiring a local match for this change order. Accepting the additional $775,500.60, brings the total GDOT funds for the construction phase to $10,450,490.31 with a local match of $0.

Alternative Approaches:

Declining the additional GDOT funds would require the City to locally fund the additional costs to complete Vertical Earth the project or abandon the project and have to return funds in the amount of the full project cost to GDOT.

Location Map:



Attachment(s):
Original Construction Contract Agreement with GDOT
Construction Contract Supplemental Agreement #1
Construction Contract Supplemental Agreement #2

Russell R. McMurry, P.E., Commissioner

GEORGIA DEPARTMENT OF TRANSPORTATION
One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

August 29, 2017

Honorable Mike Bodker
Mayor, City of Johns Creek
12000 Findley Road, Suite 400
Johns Creek, GA 30097

ATTN: Thomas Black, Director of Public Works

Subject: **Construction Contract Agreement for Execution**
P.I. No. 0010418, Fulton County
SR 120 from CR 119/State Bridge Road to CR 65/Jones Bridge Road

Dear Mayor Bodker,

The Department accepts the recommendation from the City of Johns Creek to award Vertical Earth, Inc., the contract for construction services concerning the above referenced project. In addition, the Department is requesting that the City of Johns Creek submit payment for Construction Oversight activities that will be used to fund GDOT staff man-hours and any other associated expenses incurred by any GDOT employee. The estimated amount for the GDOT Construction Oversight is $10,000.00. **Please send payment in the amount of $10,000.00 made out to the Georgia Department of Transportation as follows and include the above P.I. No. on the transaction:**

For payments made by check:
Georgia Department of Transportation
P.O. Box 117138
Atlanta, GA 30368-7138

For payments made by ACH:
Bank Routing (ABA) # 021052053
Account # 43125093

Attached you will find four (4) original contract agreements for the above referenced project. Please execute each contract agreement and provide the appropriate title and address where indicated. Once the Department has received the check, four signed originals of the contract agreement (please include four original copies of the Georgia Security and Immigration Compliance Act Affidavit) and Testing Materials form we will execute the contract agreement and issue the City of Johns Creek a Notice to Proceed to Construction.

Should you have any questions or concerns, please contact the Department's Project Manager, Timothy Evans, at 404-631-1555.

Sincerely,

Kimberly W. Nesbitt
State Program Delivery Administrator

PBE
KWN:PBE:TE
Attachments

CONSTRUCTION AGREEMENT
Between
GEORGIA DEPARTMENT OF TRANSPORTATION
and
CITY OF JOHNS CREEK
FOR 100% STATE FUNDED PROJECTS

This Construction Agreement ("Agreement"), made and entered into this 17th day of October 2017, by and between the GEORGIA DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and JOHNS CREEK, acting by and through its Mayor and City Council or Board of Commissioners, hereinafter called the "SPONSOR."

WHEREAS, the SPONSOR has been approved by the DEPARTMENT to carry out a State-aid Project which consists of the construction of Project SR 120 FROM CR 119/STATE BRIDGE ROAD TO CR 65/JONES BRIDGE ROAD, P.I. 0010418, hereinafter referred to as the "PROJECT"; and

WHEREAS, the PROJECT is currently funded entirely with State funds; and

WHEREAS, the PROJECT is expected to positively impact the quality of transportation in the State of Georgia; and

WHEREAS, the DEPARTMENT desires to participate with the SPONSOR in the implementation of the PROJECT; and

WHEREAS, the SPONSOR has represented to the DEPARTMENT that it has the authority to receive and expend state funds for the purpose of this PROJECT and is qualified and experienced to provide such services necessary for the construction of the PROJECT and the DEPARTMENT has relied upon such representations; and

WHEREAS, under Section 32-2-2(a)(7) of the Official Code of Georgia Annotated, the DEPARTMENT is authorized to participate in such an undertaking:

NOW, THEREFORE, in consideration of the mutual promises and covenant contained herein, it is agreed by and between the DEPARTMENT and the SPONSOR THAT:

ARTICLE I
SCOPE AND PROCEDURE

The SCOPE AND PROCEDURE for this PROJECT shall be SR 120 FROM CR 119/STATE BRIDGE ROAD TO CR 65/JONES BRIDGE ROAD, as set forth in Exhibit A, WORK PLAN, which is further defined by the PROJECT estimate sheets ("PROJECT PLANS") on file with the DEPARTMENT and the SPONSOR and referenced as if attached hereto and incorporated as if fully set forth herein.

The SPONSOR shall be responsible for assuring that the PROJECT will be economically feasible and based upon sound engineering principles, meet American Association of State Highway and Transportation Officials ("AASHTO") Guidelines and will be sensitive to ecological, environmental and archaeological issues.

The WORK PLAN sets out the scope of work for the PROJECT. It is understood and agreed that the DEPARTMENT shall participate only in the PROJECT as specified in Exhibit A, WORK PLAN.

The SPONSOR shall work with the Georgia Department of Transportation District 7 to advise the SPONSOR on the WORK PLAN and provide guidance during implementation of the PROJECT.

During the development of the PROJECT the SPONSOR has taken into consideration, as applicable, the DEPARTMENT'S Standard Specifications for the Construction of Roads and Bridges, AASHTO guidelines; FHWA guidelines; compliance with the U.S. Secretary of the Interior "Standards and Guidelines, Archaeology and Historic Preservation"; compliance with Section 106 of the National Historic Preservation Act of 1966 and with Section 4(f) of the US DOT Act of 1966; compliance with the Archaeology and Historic Preservation Act of 1974; compliance with the Archaeological Resources Protection Act of 1979 and with the Native American Graves Protection and Repatriation Act, the Georgia Abandoned Cemeteries and Burial Grounds Act of 1991; compliance with the DEPARTMENT's Scenic Byways Designation and Management Program, and with the American Society of Landscape Architect Guidelines; compliance with the Outdoor Advertising Requirements as outlined in the Official Code of Georgia Annotated, Section 32-6-70 et.seq. and other standards and guidelines as may be applicable to the PROJECT.

The SPONSOR has acquired rights of way, if required, and related services for the PROJECT in accordance with State Laws and theDEPARTMENT's Right of Way Procedure Manual,. The SPONSOR further acknowledges that no acquisition of rights of way occurred until all applicable archaeological, environmental and historical preservation clearances were approved.

The SPONSOR shall ensure that all contracts as well as any subcontracts for the construction of the PROJECT shall comply with applicable Federal and State legal requirements. The SPONSOR is required and does agree to abide by those provisions governing the DEPARTMENT's authority to contract, specifically, but not limited to Sections 32-2-60 through 32-2-77 of the Official Code of Georgia Annotated; the DEPARTMENT's Rules and Regulations governing the Prequalification of Prospective Bidders, Chapter 672-5; and the DEPARTMENT's "Standard Specifications", Current Edition; "Supplemental Specifications Book", current edition; and any Supplemental Specifications and Special Provisions as applicable for the PROJECT.

ARTICLE II
COVENANTS AGAINST CONTINGENT FEES

The SPONSOR shall comply with all relevant requirements of Federal, State and local laws. The SPONSOR warrants that it has not employed or retained any company or person, other than a bona fide

employee working solely for the SPONSOR, to solicit or secure this Agreement, and that it has not paid or agreed to pay any company or person, other than a bona fide employee working solely for the SPONSOR, any fee, commission, percentage, brokerage fee, gifts, or any other consideration, contingent upon or resulting from the award or making of this Agreement. For breach or violation of this warranty, the DEPARTMENT shall have the right to terminate this Agreement without liability, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of such fee, commission, percentage, brokerage fee, gift, or contingent fee.

ARTICLE III
REVIEW OF WORK

Authorized representatives of the DEPARTMENT and the, may at all reasonable times review and inspect the activities and data collected under the terms of this Agreement and amendments thereto, including but not limited to, all reports, drawings, studies, specifications, estimates, maps, and computations, prepared by or for the SPONSOR. The DEPARTMENT reserves the right for reviews and acceptance on the part of effected public agencies, railroads and utilities insofar as the interest of each is concerned.

Acceptance shall not relieve the SPONSOR of its professional obligation to correct, at its expense, any of its errors in the work. The DEPARTMENT's review recommendations shall be incorporated into the work activities of the SPONSOR.

ARTICLE IV
TIME OF PERFORMANCE

TIME IS OF THE ESSENCE IN THIS AGREEMENT. The SPONSOR shall perform its responsibilities for the PROJECT, commencing on receipt of written "Notice to Proceed" from the DEPARTMENT, shall complete the Project no later than 365 Calendar Days after receipt of the written "Notice to Proceed"(based on the construction time). The work shall be carried on in accordance with the schedule attached to this Agreement as Exhibit B, WORK SCHEDULE, with that unforeseen events may make necessary some minor variations in that schedule.

The work shall be carried on expeditiously, it being understood, however, that this Agreement may be extended or continued in force by mutual consent of the parties and evidenced by a written amendment thereto.

ARTICLE V
RESPONSIBILITY FOR CLAIMS AND LIABILITY

The SPONSOR shall, to the extent permitted by law, be responsible for any and all damages to property or persons and shall save harmless the DEPARTMENT, its officers, agents and employees from all suits, claims, actions or damages of any nature whatsoever resulting from the negligence of the SPONSOR in the performance of the work under this Agreement.

It is understood by the SPONSOR that these indemnified claims, damages, losses, and expenses may include monetary claims made by the construction contractor for the PROJECT, and its related facilities, that are a result of the SPONSOR's negligence or improper representation in the plans.

The SPONSOR shall ensure that the provisions of this Article are included in all contracts and subcontracts.

These indemnities shall not be limited by reason of any insurance coverage held by the SPONSOR or the SPONSOR's contractors or subcontractors.

ARTICLE VI
INSURANCE

A. It is understood that the SPONSPOR (indicate by checking which is applicable):

☑ is self-insured and all claims against SPONSOR will be handled through Travelers Insurance.

OR

☐ Prior to beginning work, the SPONSOR shall obtain and furnish certificates and the endorsement page to the DEPARTMENT for the minimum amounts of insurance indicated below in Artivle VI.C.

B. Prior to beginning work, the SPONSOR shall cause its engineering firms, contractors and subcontractors to obtain and furnish certificates and the endorsement page to the DEPARTMENT for the minimum amounts of insurance indicated below.

C. **MINIMUM INSURANCE**

A. Workers' Compensation Insurance in accordance with the laws of the State of Georgia.

B. Public Liability Insurance in an amount of not less than one hundred thousand dollars ($100,000) for injuries, including those resulting in death to any one person, and in an amount of not less than three hundred thousand dollars ($300,000) on an account of any one occurrence.

C. Commercial General Liability Insurance of at least $1,000,000 per occurrence $3,000,000 aggregate, including Automobile Comprehensive Liability Coverage with bodily injury in the minimum amount of $1,000,000 combined single limits each occurrence. GDOT shall be named as an additional insured and a copy of the policy endorsement shall be provided with the insurance certificate. Valuable Papers Insurance in an amount sufficient to assure the restoration of any plans, drawings, field notes, or other similar data relating to the work covered by the PROJECT.

D. Where applicable, professional Liability (Errors and Omissions) Insurance with limits not less than the following:

i. For Professionals – $1,000,000 per claim and $1,000,000 in aggregate coverage;
ii. For Sub-consultant Engineers and Architects – $1,000,000 per claim and $1,000,000 in aggregate coverage;
iii. For Other Consultants – $1,000,000 per claim and $1,000,000 in aggregate coverage.
iv. Professional liability insurance that shall be either a practice policy or project-specific coverage. Professional liability insurance shall contain prior acts coverage for services performed for this PROJECT. If project-specific coverage is used, these requirements shall be continued in effect for two years following final completion for the PROJECT.

The above listed instrument(s) of insurance shall be maintained in full force and effect during the life of the Agreement and until final completion of the PROJECT.

ARTICLE VII
COMPENSATION AND PAYMENT

It is agreed that the compensation hereinafter specified includes both direct and indirect costs chargeable to the PROJECT under generally accepted accounting principles and as allowed in the Federal Acquisition Regulations Subpart 31.6 and not prohibited by the Laws of the State of Georgia.

It is understood and agreed that the total estimated construction cost of the PROJECT as outlined in this Article and as shown in Exhibit C, BUDGET ESTIMATE, attached hereto and incorporated as if fully set out herein, is nine million, six hundred seventy-four thousand, nine hundred eighty-nine dollars and seventy-one cents ($9,674,989.71). The total estimated cost of the PROJECT to be financed using state funds is nine million, six hundred seventy-four thousand, nine hundred eighty-nine dollars and seventy-one cents ($9,674,898.71), which is the total State share/State contribution to the PROJECT (STIP project cap) and is the maximum amount of the DEPARTMENT's obligation. The approved PROJECT budget shall include any claims by the SPONSOR for all costs incurred by the SPONSOR in the conduct of the entire scope of work for the PROJECT.

The SPONSOR shall be solely responsible for any and all amounts in excess of the state contribution. In no event shall the state contribution of the project exceed the nine million, six hundred seventy-four thousand, nine hundred eighty-nine dollars and seventy-one cents ($9,674,898.71), which is the DEPARTMENT'S maximum obligation.

It is understood and agreed that nothing in the foregoing shall prevent an adjustment of the estimate of the PROJECT costs, provided that the DEPARTMENT's maximum obligation under this Agreement is not exceeded and that the original intent of the PROJECT is not substantially altered from the approved PROJECT. In order to adjust said budget estimate, it is also understood that the SPONSOR

shall request any and all budget changes in writing and that the DEPARTMENT shall approve or disapprove the requested budget estimate change in writing.

The SPONSOR shall submit to the DEPARTMENT monthly reports of the PROJECT's progress to include a report on what was accomplished during the month, anticipated work to be done during the next month and any problems encountered or anticipated. Payment on account of the above fee will be made monthly on the basis of calendar months, in proportion to the percentage of the work completed for each phase of work. Payments shall be made after approval of a certified voucher from the SPONSOR. Upon the basis of its review of such vouchers, the DEPARTMENT shall, at the request of the SPONSOR, make payment to the SPONSOR as the work progresses, but not more often than once a month. Should the work for the PROJECT begin within any one month, the first voucher shall cover the partial period from the beginning date of the work through the last date of the month in which it began. The vouchers shall be numbered consecutively and subsequent vouchers submitted each month until the work is completed. Payment will be made in the amount of sums earned less previous partial payments. The final invoice shall reflect the actual cost of work accomplished by the SPONSOR under the terms of this Agreement, and shall be the basis for final payment.

No expense for travel shall be an allowable expense for the SPONSOR under this Agreement unless such travel is listed in the approved PROJECT budget submitted by the SPONSOR to the DEPARTMENT. In addition, budgeted costs for travel shall be limited to the amount included in the approved PROJECT budget, unless prior DEPARTMENT approval is obtained for increasing such amount.

Should the work under this Agreement be terminated by the DEPARTMENT, pursuant to the provisions of ARTICLE XIV, the SPONSOR shall be paid based upon the percentage of work completed at the point of termination, notwithstanding any just claims by the SPONSOR.

ARTICLE VIII
FINAL PAYMENT

IT IS FURTHER AGREED that upon completion of the work by the SPONSOR and acceptance by the DEPARTMENT of the work, including the receipt of any final written submission by the SPONSOR and a final statement of costs, the DEPARTMENT shall pay to the SPONSOR a sum equal to one hundred percent (100%) of the total compensation as set forth in all approved invoices, less the total of all previous partial payments, paid or in the process of payment.

The SPONSOR agrees that acceptance of this final payment shall be in full and final settlement of all claims arising against the DEPARTMENT for work done, materials furnished, costs incurred, or otherwise arising out of this Agreement and shall release the DEPARTMENT from any and all further claims of whatever nature, whether known or unknown, for and on account of said Agreement, and for any and all work done, and labor and materials furnished, in connection with the same.

The SPONSOR will allow examination and verification of costs by the DEPARTMENT's representatives before final payment is made, in accordance with the provisions of Article XII, herein. If the DEPARTMENT'S examination of the contract cost records, as provided for in Article XII, results

in unallowable expenses, the SPONSOR shall immediately be responsible for reimbursing the DEPARTMENT the full amount of such disallowed expenses.

ARTICLE IX

RESERVED

ARTICLE X
RIGHT OF FIRST REFUSAL

A determination by the SPONSOR to sell or dispose of the PROJECT shall entitle the DEPARTMENT to the right of first refusal to purchase or lease the PROJECT at net liquidation value. Such right of first refusal shall be retained for five (5) years.

Should the DEPARTMENT elect to purchase or lease the PROJECT at any time after completion of the PROJECT no compensation shall be provided for the value added as a result of the PROJECT.

ARTICLE XI
SUBSTANTIAL CHANGES

No material changes in the scope, character, complexity, or duration of the PROJECT from those required under the Agreement shall be allowed without the execution of a Supplemental Agreement between the DEPARTMENT and SPONSOR.

ARTICLE XII
MAINTENANCE OF CONTRACT COST RECORDS

The SPONSOR shall maintain all books, documents, papers, accounting records, and other evidence pertaining to costs incurred on the PROJECT and used in support of its proposal and shall make such material available at all reasonable times during the period of the Agreement, and for three (3) years from the date of final payment under the Agreement, for inspection by the DEPARTMENT and any reviewing agencies, and copies thereof shall be furnished upon request. The SPONSOR agrees that the provisions of this Article shall be included in any Agreement it may make with any subcontractor, assignee, or transferee.

ARTICLE XIII
SUBLETTING, ASSIGNMENT, OR TRANSFER

It is understood by the parties to this Agreement that the work of the SPONSOR is considered personal by the DEPARTMENT. The SPONSOR agrees not to assign, sublet, or transfer any or all of its interest in this Agreement without prior written approval of the DEPARTMENT.

The DEPARTMENT reserves the right to review all subcontracts prepared in connection with the Agreement, and the SPONSOR agrees that it shall submit to the DEPARTMENT proposed subcontract documents together with sub-contractor cost estimates for the DEPARTMENT's review and written concurrence in advance of their execution.

All subcontracts in the amount of $10,000.00 or more shall include the provisions set forth in this Agreement.

ARTICLE XIV
TERMINATION

The DEPARTMENT reserves the right to terminate this Agreement at any time for just cause, or for any cause upon thirty (30) days written notice to the SPONSOR, notwithstanding any just claims by the SPONSOR for payment of services rendered prior to the date of termination.

It is understood by the parties hereto that should the DEPARTMENT terminate this Agreement prior to the completion of an element of work the SPONSOR shall be reimbursed for such work element based upon the percentage of work completed.

Failure to meet the time set for completion of an approved work authorization, may be considered just cause for termination of the Agreement.

ARTICLE XV
OWNERSHIP OF DOCUMENTS

The SPONSOR agrees that all reports, drawings, studies, specifications, survey notes, estimates, maps, computations, computer diskettes and printouts and other data prepared by of for it under the terms of this Agreement shall remain the property of the SPONSOR upon termination or completion of the work. The DEPARTMENT shall have the right to use the same without restriction or limitation and without additional compensation to the SPONSOR other than that provided for in this Agreement.

ARTICLE XVI
CONTRACT DISPUTES

This Agreement shall be deemed to have been executed in Fulton County, Georgia, and all questions of interpretation and construction shall be governed by the Laws of the State of Georgia.

ARTICLE XVII
COMPLIANCE WITH APPLICABLE LAWS

A. The undersigned, on behalf of the SPONSOR, certify that the provisions of Section 45-10-20 through 45-10-28 of the Official Code of Georgia Annotated relating to Conflict of Interest and State employees and officials trading with the State have been complied with in full.

B. The provisions of Section 50-24-1 through 50-24-6 of the Official Code of Georgia Annotated relating to the "Drug-Free Workplace Act" have been complied with in full, as stated in Appendix A of this Agreement.

C. The SPONSOR has read and understands the regulations for STATE AUDIT REQUIREMENT as stated in Appendix B of this Agreement and will comply in full with said provisions of O.C.G.A. § 36-81-7.

D. By execution of this Agreement, I, on behalf of the SPONSOR, certify under penalty of law that the SPONSOR is in compliance with the service delivery strategy law (O.C.G.A. Sec. 36-701 et seq.) and is not debarred from receiving financial assistance from the State of Georgia.

E. The SPONSOR hereby agrees that it shall comply, and shall require its subcontractors to, comply with all applicable requirements of the American with Disabilities Act of 1990 (ADA), 42 U.S.C. 12101, *et seq.* and 49 U.S.C. 322; Section 504 of the Rehabilitation Act of 1973, as amended, 29 U.S.C. 791; and regulations and amendments thereto.

F. Pursuant to O.C.G.A. § 13-10-91, the SPONSOR and all contractors and subcontractors performing work under this Agreement are, and shall be at all times, in compliance with the Federal Work Authorization Program. Prime contractors and subcontractors may participate in any of the electronic verification work authorization programs operated by the United States Department of Homeland Security or any equivalent federal work authorization program operated by the United State Homeland Security to verify information of newly hired employees, pursuant to the Immigration Reform and Control Act of 1986 ("IRCA"), Appendix C.

G. The SPONSOR hereby agrees that neither it nor its subcontractors shall discrimination on the basis of age, race, color, sex, national origin, religion or disability and that it and its subcontractors shall comply, at a minimum, with the following Georgia laws: the Georgia Age Discrimination Act (O.C.G.A. § 34-1-2 *et seq.*); the Georgia Equal Employment for Persons with Disabilities Code (O.C.G.A. 34-6A-1 *et seq.*); Sex Discrimination in Employment (O.C.G.A. 34-5-1 *et seq.*) and the Georgia Fair Employment Practices Act (O.C.G.A. § 45-19-20 *et seq.*)

H. IT IS FURTHER AGREED that the SPONSOR shall certify that the appropriate research, field investigation, design considerations and coordination with the Utility/Railroad Owners on this project, have been performed, and further certify that all known utility related issues have been identified and resolved. All necessary arrangements have been made for resolution to be undertaken and completed as required for proper coordination with the project's physical construction schedule.

The DEPARTMENT shall bear no cost in the Utility or Railroad relocation reimbursement for this project. Any Utility or Railroad Reimbursement Agreement required for construction of this project shall be between the SPONSOR and the

respective Utility or Railroad Owner. If a previously unknown conflict arises during construction that requires reimbursement, then the SPONSOR shall be responsible for all such costs.

I. IT IS FURTHER AGREED that the SPONSOR shall, and shall require its contractors and subcontractors to, comply with GA Code Title 25, Section 9, Georgia Utility Facility Protection Act, CALL BEFORE YOU DIG 811.

J. SPONSOR acknowledges and agrees that failure to complete appropriate certifications or the submission of a false certification shall result in the termination of this Agreement pursuant to the provisions of Article XIV.

ARTICLE XVIII
DBE, SMALL BUSINESS AND VETERAN OWNED BUSINESS

The DEPARTMENT encourages the use of Disadvantaged Business Enterprises (including minority and woman owned businesses), small businesses, and veteran owned businesses in any project that is funded in whole or in part by State funds. While there is no DBE, small businesses or veteran owned businesses Goal required, the LOCAL GOVERNMENT is required to provide the following information monthly to the DEPARTMENT, on a form to be provided by the DEPARTMENT, regarding whether it utilized any DBE (as defined in 49 CFR Part 26), small business (as defined in 13, CRR Part 121) or veteran owned, along with the following information: (1) the names and addresses of DBE firms, small businesses or veteran owned businesses committed to participate in the Contract; (2) a description of the work each DBE firm, small business or veteran owned business will perform; and (3) the dollar amount of the participation of each DBE firm, small business or veteran owned business participating.

The covenants herein contained shall, except as otherwise provided, accrue to the benefit of and be binding upon the successors and assigns of the parties hereto.

IN WITNESS WHEREOF, said parties have hereunto set their hands and affixed their seals the day and year above first written.

Recommended:

Georgia Department of Transportation

By: _____ (Seal)
Commissioner

Attest:

_____
Treasurer

City of Johns Creek, Georgia

By: _____
Mayor Mike Bodker

Signed, sealed and delivered
This 20th day of September,
2017, in the presence of:

_____
Witness

_____
Notary Public

This Agreement, approved by
City of Johns Creek, the 20
day of Sept., 2017

Attest:

_____
Name and Title Joan C Jones
City Clerk

11-3793525
Federal Employer Identification
Number:

EXHIBITS

Exhibit A	Work Plan
Exhibit B	Work Schedule
Exhibit C	Budget Estimate

EXHIBIT A

WORK PLAN

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

GENERAL DESCRIPTION OF WORK TO BE PERFORMED

The project will widen 1.25 miles of SR 120/Kimball Bridge Road from 2 to 4 lanes from State Bridge Road to Jones Bridge Road and will include the addition of an 8 to 10 foot enhanced sidewalk on both sides. The improvements include reconfiguring existing operational right-of-way to accommodate four lanes where the existing two lanes create bottleneck conditions. Included in the design of the project is to provide street lighting as well as pedestrian lighting for the wide sidewalks along the corridor.

1. Traffic Control
2. Clearing and grubbing
3. Utility relocations
4. Shoulder grading
5. Pedestrian facility construction
6. Drainage Improvements
7. Asphalt Paving
8. Signing and striping
9. Driveway Construction
10. Grassing
11. Lighting
12. Construction inspection & testing

EXHIBIT B

WORK SCHEDULE

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

Project work to begin within six months of receiving the approved signed contract and Notice to Proceed.

Construction will be completed by date stated in the contract, Article IV, Time of Performance.

Utility Permits Approved	June 1, 2017
Award contract	September 15, 2017
Construction NTP	October 1, 2017
Substantial Completion	September 30, 2018
Final Inspection	October 30, 2018
Punch List Complete	November 30, 2018

EXHIBIT C

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

ITEM NO.	DESCRIPTION	UNIT	QUANTITY	Price	Total Cost
150-1000	TRAFFIC CONTROL - 0010418	LS	1	$ 60,022.00	$ 60,022.00
150-5010	TRAF CTRL,PORTABLE IMPACT ATTN	EA	4	$ 5,872.00	$ 23,488.00
156-0100	GPS DATA COLLECTION & SUBMITTAL	LS	1	$ 4,500.00	$ 4,500.00
163-0232	TEMPORARY GRASSING	AC	21	$ 875.00	$ 18,375.00
163-0240	MULCH	TN	300	$ 690.00	$ 207,000.00
163-0300	CONSTRUCTION EXIT	EA	2	$ 3,000	$ 6,000.00
163-0503	CONSTR AND REMOVE SILT CONTROL GATE,TP 3	EA	5	$ 450.00	$ 2,250.00
163-0520	CONSTR AND REMOVE TEMP PIPE SLOPE DRAIN	LF	28	$ 45.00	$ 1,260.00
163-0527	CNST/REM RIP RAP CKDM,STN P RIPRAP/SN BG	EA	42	$ 225.00	$ 9,450.00
163-0529	CNST/REM TEMP SED BAR OR BLD STRW CK DM	LF	1,000	$ 1.63	$ 1,630.00
163-0550	CONS & REM INLET SEDIMENT TRAP	EA	105	$ 85.00	$ 8,925.00
165-0010	MAINT OF TEMP SILT FENCE, TP A	LF	7,000	$ 0.94	$ 6,580.00
165-0030	MAINT OF TEMP SILT FENCE, TP C	LF	500	$ 1.88	$ 940.00
165-0041	MAINT OF CHECK DAMS - ALL TYPES	LF	420	$ 4.50	$ 1,890.00
165-0071	MAINT OF SEDIMENT BARRIER - BALED STRAW	LF	1,000	$ 0.45	$ 450.00
165-0087	MAINT OF SILT CONTROL GATE, TP 3	EA	5	$ 250.00	$ 1,250.00

EXHIBIT C continues

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

165-0101	MAINT OF CONST EXIT	EA	2	$ 1,500.00	$ 3,000.00
165-0105	MAINT OF INLET SEDIMENT TRAP	EA	105	$ 25.00	$ 2,625.00
167-1000	WATER QUALITY MONITORING AND SAMPLING	EA	2	$ 100.00	$ 200.00
167-1500	WATER QUALITY INSPECTIONS	MO	24	$ 450.00	$ 10,800.00
171-0010	TEMPORARY SILT FENCE, TYPE A	LF	14,000	$ 1.32	$ 18,480.00
171-0030	TEMPORARY SILT FENCE, TYPE C	LF	1,000	$ 2.60	$ 2,600.00
210-0100	GRADING COMPLETE - 0010418	LS	1	$ 1,449,047.44	$ 1,449,047.44
310-1101	GR AGGR BASE CRS, INCL MATL	TN	16,000	$ 19.34	$ 309,440.00
318-3000	AGGR SURF CRS	TN	100	$ 28.00	$ 2,800.00
318-3000	AGGR SURF CRS	TN	50	$ 28.00	$ 1,400.00
402-1802	RECYL AC PATCHING, INCL BM&HL	TN	150	$ 149.93	$ 22,489.50
402-1812	RECYL AC LEVELING,INC BM&HL	TN	1,100	$ 84.59	$ 93,049.00
402-3113	RECYL AC 12.5MM SP,GP1/2,BM&HL	TN	100	$ 125.24	$ 12,524.00
402-3121	RECYL AC 25MM SP,GP1/2,BM&HL	TN	16,000	$ 68.89	$ 1,102,240.00
402-3190	RECYL AC 19 MM SP,GP 1 OR 2 ,INC BM&HL	TN	8,000	$ 73.47	$ 587,760.00
402-4510	RECYL AC 12.5 MM SP,GP2ONLY,INC POLYMER-MODIFIED BM&HL	TN	7,000	$ 83.90	$ 587,300.00

EXHIBIT C continues

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

413-0750	TACK COAT	GL	4,500	$ 1.86	$ 8,370.00
432-5010	MILL ASPH CONC PVMT,VARB DEPTH	SY	7,000	$ 6.18	$ 43,260.00
441-0104	CONC SIDEWALK, 4 IN	SY	13,000	$ 26.41	$ 343,330.00
441-0108	CONC SIDEWALK, 8 IN	SY	1,500	$ 43.57	$ 65,355.00
441-0740	CONC MEDIAN, 4 IN	SY	300	$ 28.34	$ 8,502.00
441-0748	CONC MEDIAN, 6 IN	SY	3,000	$ 42.46	$ 127,380.00
441-0204	PLAIN CONC DITCH PAVING, 4 IN	SY	30	$ 103.27	$ 3,098.00
441-4020	CONC VALLEY GUTTER, 6 IN	SY	200	$ 31.49	$ 6,298.00
441-4030	CONC VALLEY GUTTER, 8 IN	SY	100	$ 48.21	$ 4,821.00
441-5002	CONC HEADER CURB, 6, TP 2	LF	140	$ 10.20	$ 1,428.00
441-6012	CONC CURB & GUTTER/ 6X24TP2	LF	500	$ 11.94	$ 5,970.00
441-6222	CONC CURB & GUTTER/ 8X30TP2	LF	15,000	$ 12.20	$ 183,000.00
441-6740	CONC CURB & GUTTER/ 8X30 TP7	LF	5,000	$ 12.20	$ 61,000.00
444-1000	SAWED JTS IN EXIST PVMTS - PCC	LF	13,300	$ 2.10	$ 27,930.00
446-1100	PVMT REF FAB STRIPS, TP2,18 INCH WIDTH	LF	9,100	$ 6.53	$ 59,423.00
500-3107	CL A CONC, RET WALL	CY	120	$ 491.00	$ 58,920.00

EXHIBIT C continues

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

500-3110	CLASS A CONCRETE, TYPE P1, RETAINING	LF	620	$ 291.82	$ 180,928.40
500-3120	CLASS A CONCRETE, TYPE P3, RETAINING	LF	240	$ 508.24	$ 121,977.60
500-3200	CL B CONC	CY	9	$ 235.00	$ 2,115.00
500-3201	CL B CONC, RET WALL	CY	100	$ 405.00	$ 40,500.00
500-3800	CL A CONC, INCL REINF STEEL	CY	5	$ 948.00	$ 4,740.00
500-9999	CL B CONC,BASE OR PVMT WIDEN	CY	200	$ 240.00	$ 48,000.00
511-1000	BAR REINF STEEL	LB	120	$ 2.00	$ 240.00
516-0001	ALUM HANDRAIL, SPCL DES	LF	1,250	$ 53.00	$ 66,250.00
550-1180	STM DR PIPE 18,H 1-10	LF	5,600	$ 32.00	$ 179,200.00
550-1240	STM DR PIPE 24,H 1-10	LF	780	$ 39.60	$ 30,888.00
550-1300	STM DR PIPE 30,H 1-10	LF	260	$ 52.00	$ 13,520.00
550-3000	ELLIPTICAL PIPE - 14"X23"	LF	110	$ 51.00	$ 5,610.00
550-4218	FLARED END SECT 18 IN, ST DR	EA	2	$ 630.00	$ 1,260.00
550-4224	FLARED END SECT 24 IN, ST DR	EA	1	$ 820.00	$ 820.00
550-4230	FLARED END SECT 30 IN, ST DR	EA	2	$ 850.00	$ 1,700.00
600-0001	FLOWABLE FILL	CY	64	$ 235.00	$ 15,040.00

EXHIBIT C continues

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

603-2181	STN DUMPED RIP RAP, TP 3, 18	SY	200	$ 35.30	$ 7,060.00
603-7000	PLASTIC FILTER FABRIC	SY	200	$ 6.00	$ 1,200.00
607-3000	STONE FACING	SF	1,200	$ 22.00	$ 26,400.00
611-3000	RECONSTR CATCH BASIN, GROUP 1	EA	19	$ 2,157.00	$ 40,983.00
611-3001	RECONT CH BASIN,GP 1,ADDL DEP	LF	30	$ 288.00	$ 8,640.00
611-3002	RECONSTR CATCH BASIN, GROUP 2	EA	2	$ 2,727.00	$ 5,454.00
611-3010	RECONSTR DROP INLET, GROUP 1	EA	1	$ 1,355.00	$ 1,355.00
611-8120	ADJUST WATER METER BX TO GRADE	EA	10	$ 500.00	$ 5,000.00
611-8140	ADJUST WATER VALVE BX TO GRADE	EA	5	$ 200.00	$ 1,000.00
620-0200	TEMP BARRIER, METHOD NO. 2	LF	1,600	$ 16.23	$ 25,968.00
627-1180	ADDITIONAL MSE BACKFILL	CY	560	$ 19.34	$ 10,830.40
632-0003	CHANGEABLE MESS SIGN,PORT,TP 3	EA	6	$ 2,700.00	$ 16,200.00
634-1200	RIGHT OF WAY MARKERS	EA	71	$ 135.00	$ 9,585.00
636-1033	HWY SIGNS, TP1MAT,REFL SH TP 9	SF	170	$ 18.43	$ 3,133.10
636-1036	HWY SGN,TP1MAT,REFL SH TP 11	SF	850	$ 19.68	$ 16,728.00
636-1041	HWY SIGNS,TP 2MAT,REFL SH TP 9	SF	90	$ 52.00	$ 4,680.00

EXHIBIT C continues

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

636-2070	GALV STEEL POSTS, TP 7	LF	1,600	$ 7.96	$ 12,736.00
636-2090	GALV STEEL POSTS, TP 9	LF	310	$ 8.42	$ 2,610.20
639-3004	STEEL STRAIN POLE, TP IV WITH 35 FT MAST ARM	EA	1	$ 6,461.00	$ 6,461.00
639-3004	STEEL STRAIN POLE, TP IV WITH 55 FT MAST ARM	EA	1	$ 9,843.00	$ 9,843.00
639-3004	STEEL STRAIN POLE, TP IV WITH 65 FT MAST ARM	EA	2	$ 15,184.00	$ 30,368.00
641-1100	GUARDRAIL, TP T	LF	120	$ 90.50	$ 10,860.00
641-1200	GUARDRAIL, TP W	LF	70	$ 50.00	$ 3,500.00
641-5012	GUARDRAIL ANCHORAGE, TP 12	EA	6	$ 2,456.00	$ 14,736.00
643-8050	GATE - SPECIAL DESIGN N/A	EA	2	$ 2,880.00	$ 5,760.00
643-8200	BARRIER FENCE (ORANGE), 4 FT	LF	1,000	$ 1.05	$ 1,050.00
643-8210	WOOD FENCE -	LF	350	$ 52.00	$ 18,200.00
643-8300	ORNAMENTAL FENCE	LF	1,000	$ 27.00	$ 27,000.00
647-1000	TRAF SIGNAL INSTALLATION NO - 1 - 0010418	LS	1	$ 7,415.00	$ 7,415.00
647-1000	TRAF SIGNAL INSTALLATION NO - 2 - 0010418	LS	1	$ 62,914.00	$ 62,914.00
647-1000	TRAF SIGNAL INSTALLATION NO - 3 - 0010418	LS	1	$ 4,285.00	$ 4,285.00
647-2170	PULL BOX, PB-7	EA	1	$ 1,043.00	$ 1,043.00

EXHIBIT C continues

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

647-2170	PULL BOX, PB-7	EA	10	$ 1,043.00	$ 10,430.00
653-0120	THERM PVMT MARK, ARROW, TP 2	EA	75	$ 85.00	$ 6,375.00
653-0130	THERM PVMT MARK, ARROW, TP 3	EA	2	$ 175.00	$ 350.00
653-0160	THERM PVMT MARK, ARROW, TP 6	EA	13	$ 225.00	$ 2,925.00
653-0170	THERM PVMT MARK, ARROW, TP 7	EA	3	$ 175.00	$ 525.00
653-0210	THERM PVMT MARK, WORD , TP 1	EA	19	$ 175.00	$ 3,325.00
653-1501	THERMO SOLID TRAF ST 5 IN, WHI	LF	26,000	$ 0.50	$ 13,000.00
653-1502	THERMO SOLID TRAF ST, 5 IN YEL	LF	15,000	$ 0.50	$ 7,500.00
653-1704	THERM SOLID TRAF STRIPE,24,WH	LF	510	$ 6.00	$ 3,060.00
653-1804	THERM SOLID TRAF STRIPE, 8,WH	LF	16,000	$ 2.07	$ 33,120.00
653-4501	THERMO SKIP TRAF ST, 5 IN, WHI	MI	3.5	$ 3,000.00	$ 10,500.00
653-6004	THERM TRAF STRIPING, WHITE	SY	2,400	$ 4.50	$ 10,800.00
653-6006	THERM TRAF STRIPING, YELLOW	SY	213	$ 7.00	$ 1,491.00
654-1001	RAISED PVMT MARKERS TP 1	EA	6	$ 4.95	$ 29.70
654-1003	RAISED PVMT MARKERS TP 3	EA	570	$ 4.95	$ 2,821.50
668-1100	CATCH BASIN, GP 1	EA	59	$ 2,534.00	$ 149,506.00

EXHIBIT C continues

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

668-1110	CATCH BASIN, GP 1, ADDL DEPTH	LF	60	$ 236.00	$ 14,160.00
668-2100	DROP INLET, GP 1	EA	9	$ 1,436.00	$ 12,924.00
668-2110	DROP INLET, GP 1, ADDL DEPTH	LF	4	$ 174.00	$ 696.00
668-4300	STORM SEW MANHOLE, TP 1	EA	12	$ 1,358.00	$ 16,296.00
668-4311	ST SEW MANHOLE,TP 1,A DEP,CL 1	LF	23	$ 206.00	$ 4,738.00
670-9710	RELOCATE EXIST FIRE HYDRANT	EA	2	$ 3,450.00	$ 6,900.00
681-4235	LT STD, 16' MH, 3' ARM	EA	300	$ 4,355.00	$ 1,306,500.00
681-6900	LUMINAIRE - PEDESTRIAN, LED	EA	300	$ 2,051.00	$ 615,300.00
682-1504	CABLE, TP RHH/RHW, AWG NO 10	LF	13,400	$ 0.48	$ 6,432.00
682-1505	CABLE, TP RHH/RHW, AWG NO 8	LF	10,500	$ 0.68	$ 7,140.00
682-1506	CABLE, TP RHH/RHW, AWG NO 6	LF	25,000	$ 0.98	$ 24,500.00
682-6222	CONDUIT, NONMETL, TP 2, 2 IN	LF	49,000	$ 1.00	$ 49,000.00
682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	600	$ 2.11	$ 1,266.00
682-6233	CONDUIT, NONMETL, TP 3, 2 IN	LF	7,000	$ 2.11	$ 14,770.00
682-9950	DIRECTIONAL BORE - 5 IN	LF	7,000	$ 11.74	$ 82,180.00
682-9950	DIRECTIONAL BORE - 5 IN	LF	400	$ 11.74	$ 4,696.00

EXHIBIT C continues

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

700-6910	PERMANENT GRASSING	AC	8	$ 1,100.00	$ 8,800.00
700-7000	AGRICULTURAL LIME	TN	3	$ 151.25	$ 453.75
700-7000	AGRICULTURAL LIME	TN	23	$ 151.25	$ 3,478.75
700-8000	FERTILIZER MIXED GRADE	TN	1	$ 1,112.50	$ 1,112.50
700-8000	FERTILIZER MIXED GRADE	TN	5	$ 1,112.50	$ 5,562.50
700-8100	FERTILIZER NITROGEN CONTENT	LB	41	$ 4.42	$ 181.22
700-8100	FERTILIZER NITROGEN CONTENT	LB	375	$ 4.42	$ 1,657.50
700-9300	SOD	SY	4,000	$ 6.84	$ 27,360.00
702-0228	CUPRESSOCYPARIS LEYLANDII -	EA	30	$ 595.00	$ 17,850.00
702-9025	LANDSCAPE MULCH	SY	65	$ 8.47	$ 550.55
708-1000	PLANT TOPSOIL	CY	50	$ 12.00	$ 600.00
716-2000	EROSION CONTROL MATS, SLOPES	SY	7,400	$ 1.32	$ 9,768.00
766-7020	IRRIGATION SYSTEM	LS	1	$ 30,000.00	$ 30,000.00
935-1116	OUT PLNT FBR OPT CBL,LOOSE TB,SM,72 FBR	LF	8,100	$ 2.11	$ 17,091.00
935-1512	OUT PLNT FBR OPT CBL,DROP,SM,12 FBR	EA	500	$ 1.50	$ 750.00
935-3102	FIBER OPTIC CLOSURE,UNDRGRD,12 FIBER	EA	3	$ 1,023.00	$ 3,069.00

EXHIBIT C continues

CONSTRUCTION COST

CITY OF JOHNS CREEK

P.I. No. 0010418

SR 120 FROM CR 119/STATE BRIDGE ROAD TO CS 65/JONES BRIDGE ROAD

935-3106	FIBER OPTIC CLOSURE,UNDRGRD,72 FIBER	EA	3	$ 1,023.00	$ 3,069.00
935-3502	FBR OPTIC CLOSURE,FDC(WALL MTD),12 FBR	EA	3	$ 541.00	$ 1,623.00
935-4010	FIBER OPTIC SPLICE, FUSION	EA	18	$ 66.00	$ 1,188.00
936-1000	CCTV SYSTEM	EA	1	$ 5,957.00	$ 5,957.00
937-6050	INT VIDEO DET SYS ASMBLY, TP A	EA	6	$ 5,620.00	$ 33,720.00
939-2230	GBIC, TYPE A	EA	6	$ 180.00	$ 1,080.00
939-2300	FIELD SWITCH, TYPE A	EA	3	$ 2,708.00	$ 8,124.00
939-5020	ELEC PWR SVC ASSEMBLY,UNDRGRD SVC POINT	EA	7	$ 17,895.00	$ 125,265.00
999-3110	DETENTION POND	EA	2	$ 19,498.00	$ 38,996.00
999-3800	RECTANGULAR RAPID BEACON ASSY	EA	2	$ 6,330.00	$ 12,660.00
999-3900	TEST - RECTANGULAR RAPID BEACON ASSY	LS	1	$ 500.00	$ 500.00
999-3975	TRAINING - RECT. RAPID BEACON ASSY	LS	1	$ 750.00	$ 750.00
	CONSTRUCTION ENGINEERING/INSPECTION (CEI)	LS	1	$ 206,580.00	$ 206,580.00
				Total	**$ 9,674,989.71**

APPENDICES

Appendix A	Drug-Free Work Place
Appendix B	Certification of Complainces
Appendix C	E-verify Affidavit

APPENDIX A

CERTIFICATION OF SPONSOR

DRUG-FREE WORKPLACE

I hereby certify that I am a principle and duly authorized representative of City of Johns Creek whose address is 10700 Abbotts Bridge Rd, Ste 190 Johns Creek, GA 30097 and it is also that:

1. The provisions of Section 50-24-1 through 50-24-6 of the Official Code of Georgia Annotated, relating to the "Drug-Free Workplace Act" have been complied with in full; and,

2. A drug-free workplace will be provided for the sponsor's employees during the performance of the contract; and,

3. Each subcontractor hired by the SPONSOR shall be required to ensure that the subcontractor's employees are provided a drug-free workplace. The SPONSOR shall secure from that subcontractor the following written certification: "As part of the subcontracting agreement with _____, _____ certifies to the SPONSOR that a drug-free workplace will be provided for the subcontractor's employees during the performance of this contract pursuant to paragraph (7) of subsection (b) of the Official Code of Georgia Annotated Section 50-24-3"; and,

4. It is certified that the undersigned will not engage in unlawful manufacture, sale, distribution, dispensation, possession, or use of a controlled substance or marijuana during the performance of the contract.

9-20-2017
Date

Signature

APPENDIX B
CERTIFICATION OF COMPLIANCES

I hereby certify that I am a principal and duly authorized representative of City of Johns Creek whose address is 10700 Abbotts Bridge Rd Johns Creek, GA 30097 and it is also certified that:

I. PROCUREMENT REQUIREMENTS

The below listed provisions of State Procurement requirements shall be complied with throughout the contract period:

(a) Provisions of Section Chapters 2 and Chapters 4 of the Title 32 of the Official Code of Georgia Annotated. Specifically as to the County the provisions of O.C.G.A. § 32-4-40 *et seq*. and as to the Municipality the provisions of O.C.G.A. § 32-4-92 *et seq*.

II. STATE AUDIT REQUIREMENT

The provisions of Section 36-81-7 of the Official Code of Georgia Annotated, relating to the "Requirement of Audits" shall be complied with throughout the contract period in full, including but not limited to the follwoing provisions:

(a) Each unit of local government having a population in excess of 1,500 persons or expenditures of $ 300,000.00 or more shall provide for and cause to be made an annual audit of the financial affairs and transactions of all funds and activities of the local government for each fiscal year of the local government.

(b) The governing authority of each local unit of government not included above shall provide for and cause to be made the audit required not less often than once every two fiscal years.

(c) The governing authority of each local unit of government having expenditures of less than $ 300,000.00 in that government's most recently ended fiscal year may elect to provide for and cause to be made, in lieu of the biennial audit, an annual report of agreed upon procedures for that fiscal year.

(d) A copy of the report and any comments made by the state auditor shall be maintained as a public record for public inspection during the regular working hours at the principal office of the local government. Those units of local government not having a principal office shall provide a notification to the public as to the location of and times during which the public may inspect the report.

(e) The audits of each local government shall be conducted in accordance with generally accepted government auditing standards.

III. SERVICE DELIVERY STRATEGY REQUIREMENT

The provisions of Section 36-70-20 et seq. of the Official Code of Georgia, relating to the "Coordinated And Comprehensive Planning And Service Delivery By Counties And Municipalities", as amended, has been complied with throughout the contract period.

9-20-2017
Date

Signature

GEORGIA SECURITY AND IMMIGRATION COMPLIANCE ACT AFFIDAVIT

Contracting Entity: City of Johns Creek

Address: 12000 Findley Road, Suite 400, Johns Creek, GA 30097

Contract No. and

Name: 0010418

By executing this affidavit, the undersigned person or entity verifies its compliance with O.C.G.A. § 13-10-91, stating affirmatively that the individual, firm, or entity which is contracting with the Georgia Department of Transportation has registered with, is authorized to participate in, and is participating in the federal work authorization program commonly known as E-Verify, or any subsequent replacement program, in accordance with the applicable provisions and deadlines established in O.C.G.A. § 13-10-91.

The undersigned person or entity further agrees that it will continue to use the federal work authorization program throughout the contract period, and it will contract for the physical performance of services in satisfaction of such contract only with subcontractors who present an affidavit to the undersigned with the information required by O.C.GA. § 13-10-91(b).

The undersigned person or entity further agrees to maintain records of such compliance and provide a copy of each such verification to the Georgia Department of Transportation within five (5) business days after any subcontractor is retained to perform such service.

100011
E-Verify / Company Identification Number

Signature of Authorized Officer or Agent

02/13/2008
Date of Authorization

Mary Ann Haskins
Printed Name of Authorized Officer or Agent

HR & Support Services Director
Title of Authorized Officer or Agent

09.22.2017
Date

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

22 DAY OF September, 2017

Joan C Jones
Notary Public

My Commission Expires: 12/22/18

[NOTARY SEAL]
JOAN C JONES
NOTARY PUBLIC
FULTON COUNTY, GEORGIA
MY COMMISSION EXPIRES DECEMBER 22, 2018

SUPPLEMENTAL AGREEMENT NO.__1__
For An Executed
CONSTRUCTION AGREEMENT
By And Between
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
And
CITY OF JOHNS CREEK
10700 Abbotts Bridge Road, Suite 190
Johns Creek, GA 30097

Please indicate which Catalog of Domestic Federal Assistance Number (CFDA) applies to this agreement (Check only one):

☑ CFDA # 20.205 - Highway Planning and Construction Cluster
☐ CFDA # 20.219 - Recreational Trails Program

This Agreement, made and entered into this _____ day of _____ 2018, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and LOCAL GOVERNMENT, GEORGIA, hereinafter called the "SPONSOR."

WHEREAS, the DEPARTMENT and the SPONSOR heretofore OCTOBER 17, 2017 on, entered into an Agreement for Contract ID: D3OSA17101799-0 hereinafter called the "Original Contract", for the purpose of having the SPONSOR reimbursed federal funds for PI # 0010418, SR 120 FM CR 119/STATE BRIDGE ROAD TO CR 65/JONES BRIDGE ROAD such work hereinafter called the "PROJECT", and

WHEREAS, the DEPARTMENT and the SPONSOR agree that additional money are needed for completion of the PROJECT leveling determination.

NOW, THEREFORE, THE PARTIES HERETO mutually agree that for and in consideration of the mutual benefits to flow from each to the other, the Original Contract, dated OCTOBER 17, 2017, shall be modified as follows: Exhibit D, dated OCTOBER 17, 2017 shall be deleted and replaced with Exhibit D revised and dated.

All terms and conditions of the Original Contract dated OCTOBER 17, 2017, shall remain in full force and effect, except as modified, changed or amended by this Supplemental Agreement Number 1.

The terms and conditions of this Agreement shall be binding upon, and inure to the benefit of, all successors and assignees of the parties.

IN WITNESS WHEREOF, said parties have hereunto set their hands and affixed their seals the day and year above first written.

Recommended:

Department of Transportation

By:_____(Seal)
Commissioner

Attest:

_____
Treasurer

Johns Creek, Georgia

By:_____(Seal)
Mayor/Chairperson

Signed, sealed and delivered
This____day of_____,
2018, in the presence of:

_____
Witness

_____
Notary Public

This Agreement, approved by
LOCAL GOVERNMENT,
the ___ day of _____, 2018

Attest:

_____
Name and Title

_____
Federal Employer Identification
Number:

EXHIBIT D

SPONSOR FEE SCHEDULE

Original Contract Dated OCTOBER 17, 2017

Revised, MARCH 1, 2018

(Original Contract Amount)

Maximum State Participation:	$9,674,989.71
Local Participation: (N/A)	$0.00
Original Total Contract Amount:	$9,674,989.71

(Supplemental Agreement No. 1)

State Participation Amount	$51,893.35
Local Participation: (N/A)	$0.00
Supplemental Total Contract:	$51,893.35

Composite
(Original Contract and Supplemental Agreement No.1)

Maximum State Participation Amount	$9,726,883.06
Local Participation: (N/A)	$0.00
Total Contract:	$9,726,883.06

EXHIBIT A

CERTIFICATION OF DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

I hereby certify that I am the Commissioner of the Department of Transportation of the State of Georgia, and that the above Local/Municipality or his/her representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this Agreement to:

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, U.S. Department of Transportation, in connection with this Agreement involving participation of Federal-aid Highway Funds, and is subject to applicable State and Federal Laws, both criminal and civil.

_____
Signature

EXHIBIT B

CERTIFICATION OF THE CITY OF JOHNS CREEK

I hereby certify that I am the_____and authorized representative of CITY OF JOHNS CREEK, whose address is_____and that neither I nor the above firm I hereby represent has:

(a) employed or retained for a commission, percentage, brokerage contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above LOCAL/MUNICIPALITY) to solicit or secure this Agreement;

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the agreement; or

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above LOCAL/MUNICIPALITY) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the agreement; except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Department of Transportation and the Federal Highway Administration, U. S. Department of Transportation, in connection with this Agreement involving participation of Federal-aid Highway funds, and is subject to applicable State and Federal Laws, both criminal and civil.

_____ _____

Date Signature of Authorized Representative

_____

Type or Print Name

SUPPLEMENTAL AGREEMENT NO.__2__
For An Executed
CONSTRUCTION AGREEMENT
By And Between
DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA
And
CITY OF JOHNS CREEK
10700 Abbotts Bridge Road, Suite 190
Johns Creek, GA 30097

Please indicate which Catalog of Domestic Federal Assistance Number (CFDA) applies to this agreement (Check only one):

☑ CFDA # 20.205 - Highway Planning and Construction Cluster
☐ CFDA # 20.219 - Recreational Trails Program

This Agreement, made and entered into this _____ day of _____ 2018, by and between the DEPARTMENT OF TRANSPORTATION, an agency of the State of Georgia, hereinafter called the "DEPARTMENT", and LOCAL GOVERNMENT, GEORGIA, hereinafter called the "SPONSOR."

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NOW, THEREFORE, THE PARTIES HERETO mutually agree that for and in consideration of the mutual benefits to flow from each to the other, the Original Contract, dated OCTOBER 17, 2017, shall be modified as follows: Exhibit D, dated OCTOBER 17, 2017 shall be deleted and replaced with Exhibit D revised and dated.

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The terms and conditions of this Agreement shall be binding upon, and inure to the benefit of, all successors and assignees of the parties.

IN WITNESS WHEREOF, said parties have hereunto set their hands and affixed their seals the day and year above first written.

Recommended:

Department of Transportation

By:_____(Seal)
Commissioner

Attest:

_____
Treasurer

Johns Creek, Georgia

By:_____(Seal)
Mayor/Chairperson

Signed, sealed and delivered
This____day of_____,
2018, in the presence of:

_____
Witness

_____
Notary Public

This Agreement, approved by
JOHNS CREEK, the ___ day
of _____, 2018

Attest:

_____
Name and Title

_____
Federal Employer Identification
Number:

EXHIBIT D

SPONSOR FEE SCHEDULE

Original Contract Dated OCTOBER 17, 2017

Revised, JUNE 25, 2018

(Original Contract Amount)

Maximum State Participation:	$9,674,989.71
Local Participation: (N/A)	$0.00
Original Total Contract Amount:	$9,674,989.71

(Supplemental Agreement No. 1)

State Participation Amount	$51,893.35
Local Participation: (N/A)	$0.00
Supplemental Total Contract:	$51,893.35

(Supplemental Agreement No. 2)

State Participation Amount	$723,607.25
Local Participation: (N/A)	$0.00
Supplemental Total Contract:	$723,607.25

Composite
(Original Contract and Supplemental Agreement No.1 & No. 2)

Maximum State Participation Amount	$10,450,490.31
Local Participation: (N/A)	$0.00
Total Contract:	$10,450,490.31

EXHIBIT A

CERTIFICATION OF DEPARTMENT OF TRANSPORTATION
STATE OF GEORGIA

I hereby certify that I am the Commissioner of the Department of Transportation of the State of Georgia, and that the above Local/Municipality or his/her representative has not been required, directly or indirectly as an express or implied condition in connection with obtaining or carrying out this Agreement to:

(a) employ or retain, or agree to employ or retain, any firm or person, or

(b) pay, or agree to pay, to any firm, person, or organization, any fee, contribution, donation, or consideration of any kind, except as here expressly stated (if any).

I acknowledge that this certificate is to be furnished to the Federal Highway Administration, U.S. Department of Transportation, in connection with this Agreement involving participation of Federal-aid Highway Funds, and is subject to applicable State and Federal Laws, both criminal and civil.

_____
Signature

EXHIBIT B

CERTIFICATION OF THE CITY OF JOHNS CREEK

I hereby certify that I am the_____and authorized representative of CITY OF JOHNS CREEK, whose address is_____and that neither I nor the above firm I hereby represent has:

(a) employed or retained for a commission, percentage, brokerage contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above LOCAL/MUNICIPALITY) to solicit or secure this Agreement;

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the agreement; or

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above LOCAL/MUNICIPALITY) any fee, contribution, donation, or consideration of any kind for, or in connection with, procuring or carrying out the agreement; except as here expressly stated (if any):

I acknowledge that this certificate is to be furnished to the Department of Transportation and the Federal Highway Administration, U. S. Department of Transportation, in connection with this Agreement involving participation of Federal-aid Highway funds, and is subject to applicable State and Federal Laws, both criminal and civil.

_____ _____

Date Signature of Authorized Representative

_____

Type or Print Name

AGENDA REPORT

To: Honorable Mayor and City Council Members

From: Chris Haggard, Assistant Public Works Director

Date: July 23, 2018 Work Session

Item: 2018 Pavement Assessment – Results from Laser Truck Analysis

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Issue:

Based on the laser truck analysis of the roadway conditions, staff recommends continuing the main roads and neighborhood resurfacing initiative for another five year period, investing $3M per year to continue elevating the quality of the City's roads.

Background:

In 2011, the City conducted a pavement study of all City owned roadways to rank and prioritize the resurfacing needs. The results of the study showed that many roadways, especially within neighborhoods had low Pavement Quality Indicator (PQI) scores. As a result Council decided to implement a strategic five-year paving plan to increase the overall PQI score for the worst neighborhoods and main roads to a PQI score of 70 by 2019. In 2014, Council increased the annual funding to accelerate the five-year plan. With 2018 contract approved in April, the initial effort will be completed by October 2018 or just under four years. In total, the City will have resurfaced 107 Neighborhoods and 12 Main Roads. The resurfacing process has allowed the street network average PQI to increase significantly, which over time will also reduce maintenance cost for pothole repairs and patching operations performed ($400K to $500K/annually).

In FY2018, Council budgeted funds to complete an updated pavement study to analyze the conditions of the roadways. In January 2018, Stantec was hired to and drove every City road with a special truck equipped with lasers for crack detection, video and computer equipment as well as an accelerometer to measure overall roughness and fluctuations in road and street levels. Each road was assigned a PQI score between zero and 100. In comparison to 2011, the roads depreciated by an average of 3% due to traffic volume from commuters and heavy vehicles. Additionally, the data has been separated between neighborhoods and main roads to determine the funding needs in each category to raise the PQI score to 70 for all roads.

Financial Impact:

The City has planned and prepared to continue its resurfacing efforts as shown in the incorporation into the 10-Year Financial Model. The forecasted total amount for resurfacing in FY2019 is $3,108,471 which breaks down to just under $1M for main roads and just over $2M for neighborhood roads.

Based on the 2018 pavement study, it will require a total expenditure of $17.6 Million over the next five years to bring each neighborhood and main road to a PQI score of 70 or better. When considered between the two types of streets, it breaks down to $8.95M for neighborhoods and $8.68M for main roads.

Because a number of the main roads needing resurfacing are included in the TSPLOST projects, this reduced the main road resurfacing needs by $4.6M (as those roadways could be resurfaced as part of the associated TSPLOST projects).

In conclusion, over the five-year period, an annual investment of $2M for neighborhood roads and $1M for main roads is needed.

Recommendation:
Staff recommends a second five-year paving effort to improve the conditions of the neighborhood roads and main roads to a 70 PQI score. Continuing with the paving plan will allow the City to continue to support property values, enhances the quality of life for our citizens, and promote economic development. Assuming TSPLOST funds are used for $4.6 million of main road paving, staff recommends budgeting $3 million per year for paving. This amount would include $2.6 million per year for paving with an additional $400,000 per year to cover construction, engineering and inspection (CEI) services and related resurfacing needs.

Alternative Approaches:
1. Reset the PQI goal for the City of Johns Creek
2. Change the level of repaving efforts
3. Change the timeframe for the resurfacing efforts

Attachment(s):
2018 Johns Creek PQI Data Main Roads
2018 Johns Creek PQI Data Neighborhoods
Recommendation Map of 5-year paving effort

Johns Creek Pavement Quality Indicator (PQI) Results (Main Roads)

Section #	Supersection	Subdivision(S)/ Main Road(M)	Length (ft)	Pavement Type	Functional Class	2011 PQI Survey	2018 PQI Survey	Year Paved	Comments
Completed in 4 Year Paving Plan									
SUP1002	HOSPITAL PARKWAY	M	5071	Asphalt	Local	42	**85**	2013	
SUP1277	SPRUILL ROAD	M	2731	Asphalt	Collector	4	**84**	2013	
SUP1294	TAYLOR ROAD	M	4137	Asphalt	Local	39	**85**	2013	
	Seven Oaks Pkwy							2015	
SUP1295	TECHNOLOGY CIRCLE	M	5175	Asphalt	Local	39	**80**	2015	
SUP1003	JOHNS CREEK PARKWAY	M	12259	Asphalt	Local	42	**88**	2016	
SUP1197	MEDLOCK BRIDGE PARKWAY	M	1465	Asphalt	Local	20	**84**	2016	
SUP1207	MORTON ROAD (E)	M	10375	Asphalt	Collector	71	**90**	2017	
SUP1268	ROGERS CIRCLE	M	7043	Asphalt	Local	65	**89**	2016/2017	
SUP1124	FOX ROAD	M	1301	Asphalt	Local	36	**70**	2017	
SUP1118	FINDLEY ROAD	M	7329	Asphalt	Local	69	**73**	2017	
SUP1023	ADDISON WAY	M	1029	Asphalt	Local	53	**44.9***	2018	
SUP1316	VENTANA WAY	M	913	Asphalt	Local	9	**48.5***	2018	Patched 2017
SUP1330	WILSON ROAD	M	3450	Asphalt	Local	58	**49.2***	2018	
SUP1176	LAKEFIELD DRIVE	M	5364	Asphalt	Local	74	**54.7***	2018	
SUP1231	PARSONS ROAD (W)	M	8423	Asphalt	Collector	81	**56.6***	2018	
SUP1040	BARNWELL ROAD	M	12702	Asphalt	Collector	92	**55.1***	2018	Fulton County Completed

*** PQI will increase once paved in FY2018 Resurfacing Project**

Section #	Supersection	Subdivision(S)/ Main Road(M)	Length (ft)	Pavement Type	Functional Class	2011 PQI Survey	2018 PQI Survey	Rehab Cost	Total
Main Roads Below a PQI score of 70									
SUP1220	OLD MEDLOCK BRIDGE ROAD	M	3077	Asphalt	Local	48	**39**	$ 21,542.00	**$ 21,542.00**
SUP1218	OLD CROSSING WAY	M	371	Asphalt	Local	55	**40**	$ 14,560.00	**$ 36,102.00**
SUP1200	MEDLOCK CROSSING PARKWAY	M	2733	Asphalt	Local	75	**47**	$ 164,678.00	**$ 200,780.00**
SUP1349	AUTRY MILL ROAD	M	2191	Asphalt	Local	57	**48**	$ 112,112.00	**$ 312,892.00**
SUP1352	JONES BRIDGE ROAD	M	7518	Asphalt	Collector	78	**48.2****	$ 804,211.00	**$ 1,117,103.00**
SUP1267	ROGERS BRIDGE ROAD	M	4707	Asphalt	Collector	74	**49**	$ 136,052.00	**$ 1,253,155.00**
SUP1343	MORTON ROAD (W)	M	2433	Asphalt	Collector	64	**50**	$ 444,542.00	**$ 1,697,697.00**
SUP1315	VALAIS COURT	M	886	Asphalt	Local	61	**52**	$ 24,024.00	**$ 1,721,721.00**
SUP1344	BUICE ROAD	M	5718	Asphalt	Collector	82	**52**	$ 504,467.00	**$ 2,226,188.00**
SUP1064	BYERS ROAD	M	1435	Asphalt	Local	72	**54**	$ 50,700.00	**$ 2,276,888.00**
SUP1025	ALVIN ROAD	M	3264	Asphalt	Local	70	**54**	$ 115,085.00	**$ 2,391,973.00**
SUP1001	E. JOHNS CROSSING	M	3702	Asphalt	Local	67	**58**	$ 106,134.00	**$ 2,498,107.00**
SUP1345	PARSONS ROAD (E)	M	3671	Asphalt	Collector	53	**59**	$ 265,090.00	**$ 2,763,197.00**
SUP1351	KIMBALL BRIDGE ROAD	M	1077	Asphalt	Minor Arterial	66	**60**	$ 110,044.00	**$ 2,873,241.00**
SUP1348	STATE BRIDGE ROAD	M	9897	Asphalt	Principal Arterial	35	**61.8****	$ 2,111,044.00	**$ 4,984,285.00**
SUP1121	FOX COURT	M	884	Asphalt	Local	82	**62**	$ 41,472.00	**$ 5,025,757.00**
SUP1283	STATE BRIDGE ROAD	M	38081	Asphalt	Principal Arterial	86	**62.3****	$ 633,054.00	**$ 5,658,811.00**
SUP1061	BRUMBELOW ROAD	M	10241	Asphalt	Collector	90	**66**	$ 425,034.00	**$ 6,083,845.00**
SUP1194	MCGINNIS FERRY ROAD	M	23563	Asphalt	Principal Arterial	95	**67**	$ 560,577.00	**$ 6,644,422.00**
SUP1339	MCGINNIS FERRY ROAD	M	11160	Asphalt	Principal Arterial	60	**67.8****	$ 1,479,214.00	**$ 8,123,636.00**
SUP1346	BELL ROAD	M	7645	Asphalt	Collector	85	**69**	$ 480,994.00	**$ 8,604,630.00**
SUP1034	AUTRY MILL ROAD	M	2648	Asphalt	Local	75	**69**	$ 80,078.00	**$ 8,684,708.00**
Main Roads Above a PQI score of 70									
SUP1249	RAY MOSS CONNECTOR	M	664	Asphalt	Local	77	**70**		
SUP1063	BUICE ROAD	M	15085	Asphalt	Collector	94	**70**		
SUP1137	HAYNES BRIDGE ROAD	M	5096	Asphalt	Minor Arterial	95	**70.9****		
SUP1342	OLD ALABAMA ROAD	M	17902	Asphalt	Collector	95	**71****		
SUP1096	DOUGLAS ROAD	M	1191	Asphalt	Collector	41	**72**		
SUP1043	BELL ROAD	M	11377	Asphalt	Collector	95	**77.8****		
SUP1272	SARGENT ROAD	M	8722	Asphalt	Collector	95	**78**		
SUP1161	JONES BRIDGE ROAD	M	28100	Asphalt	Minor Arterial	79	**78.9****		
SUP1217	OLD ALABAMA ROAD	M	9138	Asphalt	Minor Arterial	63	**79**		
SUP1050	BOLES ROAD	M	4957	Asphalt	Collector	95	**81.1****		
SUP1353	JONES BRIDGE ROAD	M	3556	Asphalt	Collector	71	**81**		
SUP1164	JONES BRIDGE WAY	M	745	Asphalt	Local	52	**84**		
SUP1354	OLD ALABAMA ROAD	M	2253	Asphalt	Minor Arterial	95	**89**		
SUP1210	NESBIT FERRY ROAD	M	2049	Asphalt	Minor Arterial	63	**91**		

**** Potential TSPLOST project**

Stantec

Johns Creek Pavement Quality Indicator (PQI) Results (Neighborhoods)

Section #	Supersection	Subdivision(S)/ Main Road(M)	Length (ft)	Pavement Type	Functional Class	2011 PQI Survey	2018 PQI Survey	Year Paved	Comments
Completed in 4 Year Paving Plan									
SUP1028	ANAHEIM FARMS	S	1563	Asphalt	Local	39	**85**	2015	
SUP1038	AVIARY RIDGE	S	1029	Asphalt	Local	34	**82**	2015	
SUP1053	BRIDGEWATER	S	4436	Asphalt	Local	39	**92**	2015	
SUP1072	CARRIAGE PARK	S	5926	Asphalt	Local	39	**78**	2015	
SUP1075	CHARTWELL	S	16003	Asphalt	Local	48	**88**	2015	
SUP1077	CHESSINGTON CHASE	S	1067	Asphalt	Local	23	**89**	2015	
SUP1083	COLONY GLEN	S	5455	Asphalt	Local	22	**91**	2015	
SUP1095	DOUBLEGATE	S	29264	Asphalt	Local	31	**88**	2015	
SUP1109	ESTATES AT WELLINGTON, THE	S	4672	Asphalt	Local	45	**83**	2015	
SUP1120	FORREST LAKE	S	1176	Asphalt	Local	46	**91**	2015	
SUP1128	GEORGIAN RIDGE	S	1013	Asphalt	Local	39	**96**	2015	
SUP1129	GLASTONBERRY	S	8028	Asphalt	Local	47	**91**	2015	
SUP1149	HUNTERS FOREST	S	4710	Asphalt	Local	13	**83**	2015	
SUP1152	IVEY RIDGE	S	3498	Asphalt	Local	46	**86**	2015	
SUP1155	JONES BRIDGE CROSSING	S	2908	Asphalt	Local	21	**84**	2015	
SUP1160	JONES BRIDGE PLANTATION	S	5805	Asphalt	Local	25	**85**	2015	
SUP1183	LINKWOOD	S	3250	Asphalt	Local	32	**83**	2015	
SUP1188	MACKINAC	S	1528	Asphalt	Local	43	**88**	2015	
SUP1191	MAYFAIR	S	12415	Asphalt	Local	40	**85**	2015	
SUP1204	MORTON CHASE	S	2371	Asphalt	Local	47	**80**	2015	
SUP1212	NORTH BRIDGES	S	3526	Asphalt	Local	7	**79**	2015	
SUP1246	QUEENSBURY	S	5202	Asphalt	Local	34	**90**	2015	
SUP1247	QUEENSBURY EAST	S	2149	Asphalt	Local	27	**84**	2015	
SUP1251	RESERVE AT FOXDALE, THE	S	8421	Asphalt	Local	43	**80**	2015	
SUP1254	RIVER CLUB	S	4709	Asphalt	Local	37	**93**	2015	
SUP1259	RIVER TRACE	S	1619	Asphalt	Local	24	**82**	2015	
SUP1271	SAINT CLAIR	S	3612	Asphalt	Local	36	**83**	2015	
SUP1274	SILVER RIDGE	S	9197	Asphalt	Local	44	**85**	2015	
SUP1276	SPRING MEADOWS FARMS	S	1897	Asphalt	Local	28	**81**	2015	
SUP1282	STANDARD VIEW	S	2379	Asphalt	Local	36	**84**	2015	
SUP1291	SURREY PARK	S	2195	Asphalt	Local	46	**91**	2015	
SUP1318	VILLAGE AT JONES FERRY, THE	S	4333	Asphalt	Local	46	**84**	2015	
SUP1336	WOODLAND HILLS	S	4730	Asphalt	Local	41	**84**	2015	
SUP1356	FARM BROOK SUBDIVISIONS CONSOLIDATED	S	14128	Asphalt	Local	24	**87**	2015	
SUP1005	ENCLAVE AT BRECKENRIDGE, THE	S	5359	Asphalt	Local	52	**95**	2016	
SUP1026	AMBERLEIGH	S	7228	Asphalt	Local	54	**95**	2016	
SUP1037	AVIARY	S	7009	Asphalt	Local	54	**87**	2016	
SUP1051	BRIDGEMOR HEIGHTS	S	3899	Asphalt	Local	54	**93**	2016	
SUP1058	BROOKSHIRE LAKE	S	3211	Asphalt	Local	50	**89**	2016	
SUP1060	BRUMBELOW CROSSING	S	1316	Asphalt	Local	51	**90**	2016	
SUP1067	CAMERON CREST FARMS	S	14448	Asphalt	Local	54	**95**	2016	
SUP1073	CARRINGTON	S	1792	Asphalt	Local	54	**90**	2016	
SUP1078	CHURCHILL DOWNS	S	2691	Asphalt	Local	52	**85**	2016	
SUP1088	CREEKSIDE	S	2491	Asphalt	Local	48	**86**	2016	
SUP1094	DONAMERE	S	4210	Asphalt	Local	52	**88**	2016	
SUP1104	ENCLAVE AT FOXDALE, THE	S	6723	Asphalt	Local	50	**88**	2016	
SUP1108	ESTATES AT FOXDALE, THE	S	2997	Asphalt	Local	51	**88**	2016	
SUP1110	EVERGREEN TRACE	S	2357	Asphalt	Local	55	**89**	2016	
SUP1125	FOXWORTH	S	7362	Asphalt	Local	50	**90**	2016	
SUP1134	HARTRIDGE	S	9126	Asphalt	Local	48	**94**	2016	
SUP1142	HIGHLAND PARK	S	5927	Asphalt	Local	51	**96**	2016	
SUP1159	JONES BRIDGE PLACE	S	1373	Asphalt	Local	49	**92**	2016	
SUP1180	LAUREL RIDGE	S	1811	Asphalt	Local	53	**86**	2016	
SUP1181	LAURELWOOD	S	7377	Asphalt	Local	55	**92**	2016	
SUP1225	PARK AT BRECKENRIDGE, THE	S	6915	Asphalt	Local	54	**92**	2016	
SUP1256	RIVER GLEN	S	12440	Asphalt	Local	55	**95**	2016	
SUP1258	RIVER RIDGE	S	8398	Asphalt	Local	53	**88**	2016	
SUP1122	FOX CREEK	S	3787	Asphalt	Local	55	**93**	2016	
SUP1269	ROSWELL MILL	S	4248	Asphalt	Local	50	**91**	2016	
SUP1289	SUGAR MILL	S	30650	Asphalt	Local	55	**91**	2016	
SUP1018	ABBOTTS STATION	S	2395	Asphalt	Local	60	**93**	2017	
SUP1065	CAMBRIDGE	S	24178	Asphalt	Local	61	**95**	2017	
SUP1068	CAMERON FOREST	S	15495	Asphalt	Local	57	**90**	2017	
SUP1091	CROSSINGTON ROAD AT WELLINGTON	S	1290	Asphalt	Local	70	**85**	2017	
SUP1093	DEVONHALL	S	9148	Asphalt	Local	59	**95**	2017	
SUP1111	FAIRWAY RIDGE	S	5019	Asphalt	Local	56	**92**	2017	
SUP1112	FALCON RIDGE	S	1222	Asphalt	Local	61	**95**	2017	
SUP1113	FALLS OF AUTRY MILL, THE	S	29807	Asphalt	Local	60	**92**	2017	
SUP1127	GATES, THE	S	2936	Asphalt	Local	61	**86**	2017	
SUP1182	LEXINGTON WOODS	S	9310	Asphalt	Local	58	**96**	2017	
SUP1213	NORTH PEAK	S	6208	Asphalt	Local	56	**96**	2017	
SUP1242	PRESTON OAKS	S	3318	Asphalt	Local	60	**96**	2017	
SUP1248	RANDOLPH HALL	S	3442	Asphalt	Local	59	**96**	2017	
SUP1255	RIVER FARM	S	4182	Asphalt	Local	60	**96**	2017	
SUP1257	RIVER KNOLL	S	1341	Asphalt	Local	64	**92**	2017	

Section #	Supersection	Subdivision(S)/ Main Road(M)	Length (ft)	Pavement Type	Functional Class	2011 PQI Survey	2018 PQI Survey	Year Paved	Comments
Completed in 4 Year Paving Plan									
SUP1288	STRATMORE	S	1604	Asphalt	Local	58	**97**	2017	
SUP1313	TIMBERLANE	S	5251	Asphalt	Local	58	**94**	2017	
SUP1020	ABBOTTS WALK	S	2289	Asphalt	Local	63	**49.7***	2018	
SUP1045	BELLEMONT FARMS	S	3830	Asphalt	Local	63	**54.8***	2018	
SUP1048	BLACKSTONE	S	18639	Asphalt	Local	67	**58.3***	2018	
SUP1056	BROOKHOLLOW	S	5008	Asphalt	Local	65	**28.5***	2018	
SUP1084	CONCORD HALL	S	7561	Asphalt	Local	63	**32.1***	2018	
SUP1133	HAMPTON SQUARE	S	5320	Asphalt	Local	67	**46.1***	2018	
SUP1144	HILLBROOKE	S	12365	Asphalt	Local	66	**59.1***	2018	
SUP1147	HUNT'S POINTE	S	2426	Asphalt	Local	69	**25.7***	2018	
SUP1148	HUNTER'S CLOSE	S	8426	Asphalt	Local	69	**65.4***	2018	
SUP1150	HUNTINGTON	S	5253	Asphalt	Local	66	**39.5***	2018	
SUP1153	JADEN WOODS	S	3026	Asphalt	Local	69	**77***	2018	?????
SUP1165	JONES BRIDGE WOODS	S	1211	Asphalt	Local	66	**46.5***	2018	
SUP1172	KIMBALL PARC	S	1341	Asphalt	Local	69	**51.2***	2018	
SUP1179	LAKEVIEW ESTATES	S	4423	Asphalt	Local	66	**55.3***	2018	
SUP1208	MOUNT VIEW	S	1737	Asphalt	Local	66	**34.5***	2018	
SUP1215	OAK LANDING	S	1199	Asphalt	Local	66	**58.7***	2018	
SUP1223	OXFORD MILL	S	18159	Asphalt	Local	59	**36.4***	2018	
SUP1228	PARK AT RIVERMONT, THE	S	2492	Asphalt	Local	63	**35.6***	2018	
SUP1229	PARK AT WELLINGTON, THE	S	6704	Asphalt	Local	68	**33.2***	2018	
SUP1253	RIDGE AT BRUMBELOW, THE	S	8307	Asphalt	Local	68	**39***	2018	
SUP1260	RIVER WALK	S	12751	Asphalt	Local	64	**52.1***	2018	
SUP1261	RIVERMONT	S	19655	Asphalt	Local	69	**54.1***	2018	
SUP1263	RIVERMONT COLONY	S	8152	Asphalt	Local	66	**54***	2018	
SUP1281	ST. REGIS	S	3612	Asphalt	Local	67	**69.3***	2018	
SUP1290	SUMMER TRACE	S	4052	Asphalt	Local	68	**67***	2018	
SUP1292	ALVIN ESTATES	S	281	Asphalt	Local	65	**69***	2018	
SUP1321	WATERFORD	S	6765	Asphalt	Local	61	**45.6***	2018	
SUP1340	WYNBROOK	S	4970	Asphalt	Local	61	**32.9***	2018	
SUP1337	WOODRIDGE	S	950	Asphalt	Local	69	**39***	2018	
SUP1347	WYNBRIDGE	S	925	Asphalt	Local	69	**56.6***	2018	

*** PQI will increase once paved in FY2018 Resurfacing Project**

Section #	Supersection	Subdivision(S)/ Main Road(M)	Length (ft)	Pavement Type	Functional Class	2011 PQI Survey	2018 PQI Survey	Rehab Cost $	Total
Neighborhoods Below a PQI score of 70									
SUP1100	EDGEWATER ESTATES	S	832	Asphalt	Local	77	**40**	$ 36,338.00	**$ 36,338.00**
SUP1044	BELLACREE	S	1357	Asphalt	Local	78	**40**	$ 59,274.00	**$ 95,612.00**
SUP1317	VICARAGE, THE	S	3597	Asphalt	Local	74	**41**	$ 157,117.00	**$ 252,729.00**
SUP1167	KENSINGTON OAKS	S	1850	Asphalt	Local	74	**44**	$ 80,799.00	**$ 333,528.00**
SUP1166	JONES ESTATES	S	325	Asphalt	Local	71	**45**	$ 11,225.00	**$ 344,753.00**
SUP1042	BELCREST	S	4517	Asphalt	Local	74	**47**	$ 197,293.00	**$ 542,046.00**
SUP1158	JONES BRIDGE LANDING	S	1145	Asphalt	Local	73	**48**	$ 39,561.00	**$ 581,607.00**
SUP1135	HAYDENS WALK	S	2370	Asphalt	Local	71	**49**	$ 81,910.00	**$ 663,517.00**
SUP1216	OAKMONT	S	1823	Asphalt	Local	71	**49**	$ 63,006.00	**$ 726,523.00**
SUP1131	GLENSIDE	S	1121	Asphalt	Local	74	**49**	$ 38,742.00	**$ 765,265.00**
SUP1206	MORTON RESERVE	S	2941	Asphalt	Local	74	**50**	$ 101,641.00	**$ 866,906.00**
SUP1331	WINDERMERE PARK	S	4118	Asphalt	Local	75	**51**	$ 142,325.00	**$ 1,009,231.00**
SUP1230	PARKSIDE	S	3797	Asphalt	Local	73	**52**	$ 131,232.00	**$ 1,140,463.00**
SUP1285	STEVENS CREEK	S	4577	Asphalt	Local	72	**52**	$ 199,932.00	**$ 1,340,395.00**
SUP1250	REGENCY AT WELLINGTON, THE	S	4258	Asphalt	Local	71	**53**	$ 111,376.00	**$ 1,451,771.00**
SUP1105	ENCLAVE AT WELLINGTON, THE	S	5094	Asphalt	Local	72	**55**	$ 176,041.00	**$ 1,627,812.00**
SUP1130	GLENHURST	S	8797	Asphalt	Local	74	**56**	$ 304,032.00	**$ 1,931,844.00**
SUP1252	RESERVE AT WELLINGTON, THE	S	3635	Asphalt	Local	77	**56**	$ 125,616.00	**$ 2,057,460.00**
SUP1214	OAK BRIDGE	S	1443	Asphalt	Local	71	**57**	$ 49,853.00	**$ 2,107,313.00**
SUP1270	SADDLE BRIDGE	S	3676	Asphalt	Local	73	**57**	$ 127,025.00	**$ 2,234,338.00**
SUP1266	RIVERWOOD	S	6015	Asphalt	Local	71	**58**	$ 519,670.00	**$ 2,754,008.00**
SUP1312	THORNHILL	S	17662	Asphalt	Local	76	**58**	$ 610,384.00	**$ 3,364,392.00**
SUP1119	FOREST, THE	S	4847	Asphalt	Local	73	**58**	$ 167,512.00	**$ 3,531,904.00**
SUP1019	ABBOTTS VIEW	S	1069	Asphalt	Local	74	**59**	$ 36,955.00	**$ 3,568,859.00**
SUP1332	WINDGATE	S	8325	Asphalt	Local	71	**59**	$ 287,719.00	**$ 3,856,578.00**
SUP1205	MORTON PLANTATION	S	4901	Asphalt	Local	78	**60**	$ 169,379.00	**$ 4,025,957.00**
SUP1017	ABBOTTS RUN	S	5441	Asphalt	Local	76	**60**	$ 188,027.00	**$ 4,213,984.00**
SUP1062	BRYDON PARK AT THORNHILL	S	1862	Asphalt	Local	80	**60**	$ 64,336.00	**$ 4,278,320.00**
SUP1032	ASHLEE OAKS	S	1486	Asphalt	Local	76	**60**	$ 51,349.00	**$ 4,329,669.00**
SUP1031	ASHLAND	S	2949	Asphalt	Local	70	**61**	$ 101,907.00	**$ 4,431,576.00**
SUP1014	ABBOTTS LANDING	S	3326	Asphalt	Local	73	**63**	$ 117,334.00	**$ 4,548,910.00**
SUP1016	ABBOTTS POND	S	7424	Asphalt	Local	84	**63**	$ 256,571.00	**$ 4,805,481.00**
SUP1099	EDGEHILL PLACE	S	1769	Asphalt	Local	72	**63**	$ 62,413.00	**$ 4,867,894.00**
SUP1117	FINDLEY CHASE	S	3344	Asphalt	Local	72	**63**	$ 115,583.00	**$ 4,983,477.00**
SUP1123	FOX GLEN	S	2514	Asphalt	Local	75	**63**	$ 86,887.00	**$ 5,070,364.00**
SUP1327	WESTBURY	S	6054	Asphalt	Local	76	**63**	$ 209,216.00	**$ 5,279,580.00**
SUP1275	SPRING GARDEN	S	225	Asphalt	Local	51	**64**	$ 5,071.00	**$ 5,284,651.00**
SUP1178	LAKEHILL	S	3145	Asphalt	Local	80	**64**	$ 110,945.00	**$ 5,395,596.00**
SUP1177	LAKEHIL	S	518	Asphalt	Local	78	**64**	$ 18,282.00	**$ 5,413,878.00**
SUP1089	CREEKSIDE CROSSING	S	4889	Asphalt	Local	83	**65**	$ 151,072.68	**$ 5,564,950.68**
SUP1196	MEDLOCK BRIDGE	S	38272	Asphalt	Local	81	**65**	$ 1,182,617.68	**$ 6,747,568.35**
SUP1052	BRIDGESTONE	S	5517	Asphalt	Local	72	**66**	$ 170,475.30	**$ 6,918,043.65**
SUP1233	PARSONS STATION	S	2309	Asphalt	Local	83	**67**	$ 71,357.11	**$ 6,989,400.76**
SUP1013	ABBOTTS COVE	S	3834	Asphalt	Local	71	**67**	$ 118,455.15	**$ 7,107,855.91**
SUP1273	SEVEN OAKS	S	36891	Asphalt	Local	74	**68**	$ 1,139,922.84	**$ 8,247,778.75**
SUP1184	LONG INDIAN CREEK	S	12089	Asphalt	Local	82	**68**	$ 561,463.30	**$ 8,809,242.05**
SUP1141	HIGHGATE	S	3902	Asphalt	Local	76	**68**	$ 120,565.36	**$ 8,929,807.41**
SUP1236	PINE RIDGE	S	622	Asphalt	Local	78	**69**	$ 19,217.23	**$ 8,949,024.64**

Neighborhoods Above a PQI score of 70									
SUP1080	CLUBLANDS	S	1979	Asphalt	Local	78	**70**		
SUP1174	KINGSTON CROSSING	S	5280	Asphalt	Local	75	**71**		
SUP1232	PARSONS RUN	S	14718	Asphalt	Local	77	**71**		
SUP1033	ASHLEY GLEN	S	937	Asphalt	Local	83	**71**		
SUP1036	AUTRY TRAIL	S	302	Asphalt	Local	79	**72**		
SUP1087	COVENTRY AT JONES BRIDGE	S	689	Asphalt	Local	75	**72**		
SUP1187	MABRY PARK	S	4684	Asphalt	Local	73	**75**		
SUP1041	BECKTON HALL	S	1988	Asphalt	Local	86	**75**		
SUP1116	FEATHER SOUND	S	1374	Asphalt	Local	86	**75**		
SUP1329	WILLOW RUN	S	8727	Asphalt	Local	81	**77**		
SUP1195	MEADOWS	S	3091	Asphalt	Local	80	**78**		
SUP1333	WINDSONG TRACE	S	2402	Asphalt	Local	72	**78**		
SUP1234	PARSONS WALK	S	1195	Asphalt	Local	80	**80**		
SUP1101	ELLINGTON	S	2766	Asphalt	Local	86	**80**		
SUP1224	PAPILLON	S	744	Asphalt	Local	76	**82**		
SUP1243	PRESTWICK	S	9656	Asphalt	Local	12	**90**		
Private Neighborhoods (Not part of Paving Plan)									
SUP1012	ABBOTTS CHASE	S	472	Asphalt	Local	63	**84**	2012	
SUP1143	HIGHLANDS AT JOHNS CREEK	S	1670	Asphalt	Local	63	**87**	2014	
SUP1086	COUNTY PARK	S	2086	Asphalt	Local	67	**64**	2018	
SUP1081	COLDSTREAM COURTS	S	2525	Asphalt	Local	81	**96**	2017	
SUP1092	CROSSINGTON ROAD AT WELLINGTON II	S	2409	Asphalt	Local	54	**96**	2017	
SUP1069	CAMERON WOODS	S	55	Asphalt	Local	67	**98**	2017	
SUP1107	ESTATES AT DEER CHASE	S	1696	Asphalt	Local	64	**47**	Under development	
SUP1138	HAYNES LANDING	S	16285	Asphalt	Local	76	**82**	Resurfaced by developer after 2012 pavement study	
SUP1175	KINGSTON MANOR PARK	S	826	Asphalt	Local	72	**84**	Resurfaced by developer after 2012 pavement study	
SUP1106	ENCLAVE ON JOHNS CREEK, THE	S	1367	Asphalt	Local	47	**90**	Resurfaced by developer after 2012 pavement study	
SUP1241	PRESERVE AT JOHNS CREEK	S	1016	Asphalt	Local	36	**95**	Resurfaced by developer after 2012 pavement study	
SUP1140	HERRINGTON COVE	S	690	Asphalt	Local	85	**98**	Waterline Repair by Fulton County	
SUP1287	STONEHAVEN	S	3166	Asphalt	Local	78	**75**	Resurfaced by developer after 2012 pavement study	
SUP1054	BROOKDALE	S	628	Asphalt	Local	75	**78**	Resurfaced by developer after 2012 pavement study	
SUP1157	JONES BRIDGE HILLS	S	606	Asphalt	Local	70	**89**	Resurfaced by developer after 2012 pavement study	

Proposed 5 Year Paving Plan

2019 - 2024

July 2018

Johns Creek

McGinnis Ferry Rd Capacity Project

Medlock Bridge Capacity Project - SB

Jones Bridge Rd Widening

Haynes Bridge Rd

State Bridge Capacity Project

Medlock Bridge/State Bridge Rd Intersection Improvements

Medlock Bridge Capacity Project - NB

Milton

Alpharetta

Roswell

Sandy Springs

Peachtree Corners

Berkeley Lake

Duluth

Suwanee

Sugar Hill

Fulton

Gwinnett

Forsyth

Webb Rd

Mayfield Rd

Providence Rd

Canton St

Windward Pkwy

Webb Bridge Rd

Old Milton Pkwy

Hembree Rd

Old Roswell Rd

Kimball Bridge Rd

Douglas Rd

McGinnis Ferry Rd

SR 141

Old Atlanta Rd

Technology Cir

Bell Rd

Abbotts Bridge Rd

Boles Rd

Peachtree Industrial Blvd

Rogers Bridge Rd

Suwanee Dam Rd

Buford Hwy

Waters Rd

Jones Bridge Rd

Alvin Rd

Old Alabama Rd

Nesbit Ferry Rd

Brumbelow Rd

Barnwell Rd

Riverside Rd

Eves Rd

State Bridge Rd

Buice Rd

Medlock Bridge Rd

Pleasant Hill Rd

E Jones Bridge Rd

Peachtree Pkwy

Peachtree Corners Cir

Duluth Hwy

Sugarloaf Pkwy

Vicarage

Kensington Oaks

Stevens Creek

Seven Oaks

Fox Glen

Forest

Ashland Windgate

Reserve at Wellington

Regency at Wellington

Abbotts Cove

Abbotts Landing

Enclave at Wellington

Windermere Park

Westbury

Findley Chase

Ashlee Oaks

Abbotts Pond

Belcrest

Abbotts Run

Abbotts View

Oakmont

Saddle Bridge

Parsons Station

Long Indian Creek

Valais Ct

Morton Plantation

Creekside Crossing

Glenhurst

Lakehill

Bellacree

Parkside

Edgewater Estates

Edgehill Place

W. Morton Rd

Pine Ridge

Glenside

Highgate

Jones Estates

Bridgestone

Morton Reserve

Medlock Bridge

Jones Bridge Landing

Oak Bridge

Aurtel Mill Rd

Spring Garden

Crossing Pkwy

Haydens Walk

Brydon Park at Thornhill

Riverwood

Thornhill

E. Johns Xing

Legend

Proposed Neighborhoods - 5 Year Pavement Plan

Proposed Roads - 5 Year Pavement Plan

Related TSPLOST Projects

Johns Creek

City Limits

Counties

N

1 inch = 5,000 feet

0 0.5 1 2 3 Miles

Created/Altered: 7/2/2018

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AN ORDINANCE OF THE MAYOR AND COUNCIL OF THE CITY OF JOHNS CREEK, GEORGIA, TO FIX THE AD VALOREM TAX RATE OF THE CITY OF JOHNS CREEK, FOR FISCAL YEAR 2018 AND FOR OTHER PURPOSES

WHEREAS, the Charter of the City of Johns Creek authorizes the City to levy and provide for the assessment of Ad Valorem property taxes on all property subject to taxation; and

WHEREAS, the Charter of the City of Johns Creek provides that the valuation of all property subject to taxation by the City shall be determined according to the tax digest prepared by the Fulton County Board of Tax Assessors; and

WHEREAS, the Georgia Department of Revenue rejected the 2017 Tax Digest prepared by the Fulton County Board of Tax Assessors and notified the Fulton County Tax Commissioner of deficiencies in same; and

WHEREAS, the actions of the Fulton County Board of Tax Assessors, to correct for said deficiencies, has resulted in unexpected increases in property valuation, potentially imposing an unusually unfair and burdensome tax obligation on the residential property owners of the City of Johns Creek in tax years 2018 and beyond; and

WHEREAS, the Georgia General Assembly enacted and the Governor signed into law HB 708 which, if approved by a referendum on November 6, 2018, grants a "floating" exemption on the homestead of each resident of the City of Johns Creek; and

WHEREAS, said floating homestead exemption for any given year is equal to the amount by which the current year assessed value, including any final determination of value on appeal, exceeds the lesser of 3 percent or the inflation rate, plus the prior year homestead value; and

WHEREAS, said homestead exemption applies to all taxable years beginning on or after January 1, 2019, granting reassessment increase relief for homeowners in 2019 but not 2018; and

WHEREAS, the 2018 Tax Digest and 2019 Homestead Exemption, if approved is anticipated to result in significant fluctuations in city property tax revenue between tax year 2018 and 2019 unless there are corresponding adjustments to the millage rate to offset said fluctuations; and

WHEREAS, the Mayor and City Council desire to avoid such potential tax increases cause by the property value reassessment increases; and

WHEREAS, O.C.G.A. § 48-5-32.1 (a) (9), better known as the Georgia Property's Taxpayers Bill of Rights, provides a roll-back millage rate which is defined

as the previous year's millage rate minus the millage equivalent of the total net assessed value added by reassessments; and

WHEREAS, the Mayor and City Council intend to set the millage rate for tax year 2018 at no more than the roll-back millage rate as defined above; and

WHEREAS, the City of Johns Creek has contracted with the Tax Commissioner of Fulton County, Georgia to serve as Tax Collector for the City for collection of Ad Valorem taxes, as provided within Chapter 2 of the City Code and within the State of Georgia; and

WHEREAS, the City Council has given proper notice, and held a public hearing, in accordance with the law of the State of Georgia, on _____2018, for the purpose of receiving relevant evidence, testimony and public comment concerning the proposed millage rate for Ad Valorem property taxes; and

WHEREAS, the Mayor and City Council, after hearing and duly considering such relevant evidence, testimony and public comments, has determined that it is in the best interest of, and necessary to meet the expenses and obligations of, the City of Johns Creek to set a levy in the amount of (revenue neutral as applied to Reassessments only) on each $1,000.00 of taxable value for all property subject to Ad Valorem taxation by the City; now

THEREFORE, the Mayor and City Council of the City of Johns Creek, Georgia hereby ordains as follows:

Section 1: The Ad Valorem tax rate for the City of Johns Creek, Georgia for the 2018 fiscal year, on property subject to Ad Valorem taxation by the City, is hereby fixed at (revenue neutral as applied reassessments only) on each $1,000.00 of taxable value.

Section 2: Said rate of (revenue neutral as applied reassessments only) on each $1,000.00 of taxable value for all property subject to Ad Valorem taxation by the City is hereby levied for General Government purposes.

Section 3: As provided within the Charter of the City of Johns Creek, the billing date and due date for Ad Valorem taxes for the City shall be the same as those for Fulton County; voluntary payment of property taxes prior to the due date is specifically authorized.

Section 4: The Tax Commissioner of Fulton County is authorized to bill and collect Ad Valorem taxes for the City of Johns Creek for FY 2018 based on the millage rate set herein and to take, on behalf of the City, such actions authorized by State of Georgia law as may be necessary for this process.

Section 5: The Mayor is authorized to execute the Millage Rate Rollback Calculation Worksheet based upon the millage rate adopted by the Mayor and Council and submit same to the Fulton County Tax Commissioner.

Section 6: If the homestead exemption described in the above recitals is approved in a referendum on November 6, 2018, the Mayor and City Council, in an effort to give clarity, establish predictability and commit to financial thrift, intends to adopt a millage rate for tax year 2019 which shall result in revenue in an amount equal to nor more than that received for tax year 2018,

Section 6: All ordinances and parts of ordinances in conflict herewith are hereby repealed.

Section 7: This Ordinance shall become effective immediately upon its adoption by the City Council.

SO ORDAINED, this _____day of _____, 2018.

Approved:

_____
Michael E. Bodker, Mayor

ATTEST:

_____
Joan C. Jones, City Clerk

Approved as to Form:

_____
City Attorney

(Seal)

AGENDA REPORT

To: Honorable Mayor and City Council Members

From: James Swope, Solid Waste Manager

Agenda: June 18, 2018 Work Session

Item: Keep North Fulton Beautiful – Review of Services and Alternatives

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Item Summary

At the June 4, 2017 Work Session discussion, Council requested an updated review and analysis of the current level of service provided by Keep North Fulton Beautiful and exploration of alternatives.

Background

Federal and state requirements for maintenance of the City's National Pollutant Discharge Elimination System permit and Municipal Separate Storm Sewer System permit compel the City to do a certain amount of environmental programming, education, and events. To meet the aforementioned requirements, at the January 26, 2015 Council Meeting, Council approved an agreement with Keep North Fulton Beautiful. The 2015-2016 contract afforded for four additional renewals on a year-to-year basis.

On October 30, 2017, the Council discussed an unsolicited citizen proposal to shift strategies and provide these services directly by adding a Sustainability Coordinator position. Council requested staff analysis of current service levels. Specifically, Council requested a report detailing the current services offered (including frequency, timeframes, persons served, number volunteers, past shifts in programming, and any other measurements available.

Update / Analysis

The attached chart is an update to the report provided on June 4, 2017. It adds staff recommendations and options to the report. Additionally, documents are included that detail the activities required by the most recent NPDES permit submittal.

Alternatives

As for Council's inquiry to alternative service provision strategies, staff reviewed service provision in surrounding and sister cities. Sandy Springs also engages Keep North Fulton Beautiful and at the other end of the spectrum, Decatur has a Sustainability Director. In the middle ground, Dunwoody has member of their contracted Community Development Department handle sustainability efforts as an aspect of his or her job duties.

For Johns Creek, two viable options would be working with a partner (either Keep North Fulton Beautiful or another firm) or engaging a 1099-type employee with a set scope of activities and programs to be provided. Either could be obtained by producing a Request for Proposals and reaching out to potentially interested individuals, firms, and organizations to encourage response.

Financial Impact

The contract with Keep North Fulton Beautiful includes a program/activity fee of $55,000 for environmental education and waste reduction and $60,000 to conduct hazardous waste collection efforts. The cost of the contract is budgeted within Public Works (100.4110.521.20-07). In FY2017, as shown on the attached Activities and Impact Report, the Household Hazardous Waste Event actually cost $46,600 (less than the budgeted $60,000) and the program/activity fee cost the budgeted $55,000.

Recommendation

Due to the need to continue many of the services provided by Keep North Fulton to satisfy NPDES requirements, Staff recommends allowing the Keep North Fulton Beautiful contract to expire. Staff further recommends preparing a Request for Proposals based on a revised scope of services and soliciting proposals from potential partners as well as encouraging interested individuals to submit proposals. Responses could be utilized to inform the preparation of the FY2019 Budget with the service provision to take effect October 1, 2018.

Attachments

(1) Keep North Fulton Beautiful FY2017 Report of Activities and Impact (revised)
(2) General NDPES permit excerpts
(3) Storm Water Management Program excerpts

Keep North Fulton Beautiful: FY2017 Report of Activities and Impact

Program/Activity	Description	Dates Held and Results	Recommendation	Options/ Notes
Bulky Recycling*	Proper disposal of large items/recycling; also collect hard to recycle items.	• 4/29/17 433 residents served 41,501 pounds materials recycled or donated 3,660 pounds material landfilled	Keep this program it provides services not otherwise provided.	• Establish a local drop-off site $500,000 + annual Maint. • Charge for service
Bring one for the Chipper*	Proper recycling and reuse of Christmas trees and distribution of free wood chips for JC residents	• 1/7/17 3,960 trees recycled	Keep this program it provides services not otherwise provided.	• This is a Keep Georgia Beautiful event. In johns creek the event is also used to distribute environmental educational materials
Computer & Electronics Recycling Events*	Proper recycling of computer equipment and electronics	• 10/26/16 • 4/29/17 35,670 lbs electronics recycled 1,480 residents served	Keep this program it provides services not otherwise provided.	• Establish a drop-off site cost depends on commodity prices. • Charge for service
Johns Creek Cleanup/Creek Crawl Δ	Litter abatement, waterway cleanup with water education component	• 6/10/2017 • 9/2/17 .75 miles cleaned 180 pounds litter removed	Modify this to a community event for properties adjacent to Creeks.	• Promote home owners to clean the section of creek and yards that drain to creeks. $2,000.
Recycling at City Special Events*	Solid Waste reduction of recyclable materials such as aluminum, plastic for City-sponsored special events (as requested)	• 10/15/17 JC Arts Festival • 1/27/17 Ocee ES event • 5/20/17 Touch a Truck • 8/30/17 Ocee ES event 1,850 pounds recycled	Allow Parks Maintenance to perform this activity	• Purchase equipment to be used for event recycling $5,000 and add collection to Park Maint. Scope.
Evergreen School Program*Δ	Provide environmental education for students in Johns Creek, in support of the City's NPDES & SWR initiatives	32 classes taught 539 children reached 159 KAB books donated to schools 17 schools reached 103 adults reached	Modify to train teachers and allow them to self-perform	• Provide materials and training to JC schools and require reporting by school system. Cost unknown.

Keep North Fulton Beautiful: FY2017 Report of Activities and Impact

Community & Teacher Workshops Δ	Workshops in support of NPDES & SWR initiatives, such as composting and/or rain barrel workshops, Project Wet workshop, teacher training-class workshop	• 1/31/17 Sustainable Gardening and Soil Amendment • 2/23/17 Benefits of Native Trees and Pollinators • 3/10/17 Adopt a Stream water quality monitoring • 3/23/17 Farm to Table: Sustainable Practices in Restaurant Management • 8/26/17 chemical monitoring in streams	Combine this with evergreen program for 1st year to train teachers then allow them to self-perform and report.	• This program has not been popular with teachers and therefore not well attended.
Adopt-a-Road Δ	Litter abatement along currently adopted roads and up to 10 new roads a year. KNFB coordinates program, training, supplies. City provides installation of signs and disposal of debris collected. Redesign signs and replace as budget is available.	33 roads adopted 23 miles reported cleaned 2,662.25 pounds litter reported removed 159 active volunteers	Keep this program it provides services not otherwise provided.	• Provide this in-house • Budget $15,000 first year and $10,000 annual budget.
Document Shredding Events*	Secure shredding and recycling of documents	• 11/12/16 • 2/11/17 • 5/13/17 63,260 pounds of paper shredded and recycled 2,800 pounds of cardboard recycled 1,160 pounds of clothing donated	Keep this program it provides services not otherwise provided.	• Find corporate sponsors. The cost of these events has increased to about $2,000 each. • Charge for service

Keep North Fulton Beautiful: FY2017 Report of Activities and Impact

Community Awareness Campaign*Δ	Raise community awareness of key issues related to SWR & NPDES, such as litter prevention, recycling, waste reduction, conservation, reducing use of hazardous materials, F.O.G. awareness	Participated in JC Touch-a-Truck event, provided educational activity at booth; Maintain information on social media and KNFB website about resources available to JC residents related to waste reduction, recycling, waste disposal, cigarette litter prevention, composting, water quality, etc.; Distributed 150 Zika/mosquito abatement flyers; Responded to emails and phone calls from JC residents daily on topics related to waste disposal and recycling; Regularly consulted with CoJC staff regarding options available to JC residents and other relevant topics; 300 oak seedlings distributed	Keep this program it provides services not otherwise provided.	• Bring this in-house. Estimated cost for four events $10,000.
Fats, Oils & Grease collection*Δ	Distribute funnels and educational materials for F.O.G. collection program. Collect F.O.G. at KJCB events and at recycling center	Recycled 254 gallons for conversion into biofuel and glycerin; Distributed 544 funnels and 731 educational flyers; F.O.G. collected at SSRC year round	Keep this program it provides services not otherwise provided.	• Establish contract with FOG processor and establish drop-off site • Charge for service
Fluorescent tube collection*	Will provide collection at events, including HHW, bulky recycling, and additional events.	• 10/22/16 • 11/12/16 • 2/11/17 • 4/29/17 • 5/13/17 1,513 bulbs collected	Keep this program it provides services not otherwise provided.	• Charge for service
Graffiti abatement	Cover graffiti under bridges and other public structures as needed and agreed – up to five incidents per year	Monitoring of known sites multiple times per year; no need for painting over of graffiti this year	Abandon program	This service has only been used once – under bridges at Twin Gate.

Keep North Fulton Beautiful: FY2017 Report of Activities and Impact

Adopt-a-Stream Δ	Facilitate citizen groups to monitor the chemical and biological health of Johns Creek streams.	Taught 39 people how to monitor streams Total Monitoring Events in FY2017=24 Facilitated Neighborhood Water Watch program's extension into City = 3 monitoring locations Maintain checkout system for residents to use chemicals and equipment	Keep this program it provides services not otherwise provided.	
Household Hazardous Waste Event*Δ	Collection and proper disposal of Household Hazardous Waste from residents of Johns Creek	• 10/22/16 1,047 residents served 66,318 pounds of materials collected (not including bulbs or electronics reported above)	Keep this program it provides services not otherwise provided. The main cost of this program is HHW disposal.	• This needs to be included in the MS4 requirements. It is a public health and safety issue. The City will expose its self to increased liability if I contracts directly for this service.

* Program/Activity supports City of Johns Creek Solid Waste Reduction Initiatives

Δ Program/Activity supports City of Johns Creek NPDES/MS4 reporting requirements

Financial Report of Activities and Costs

- Household Hazardous Waste Event: Budget of $60,000; Actual Cost of $46,600
- All Other Programs/Activities: Budget of $55,000; Actual Cost of $55,000

Excerpts:
BMPs currently being performed by KNFB are highlighted. They may or or may not be actual obligations of the City's current permit.

General NPDES Stormwater Permit No. GAG610000

GEORGIA
DEPARTMENT OF NATURAL RESOURCES

ENVIRONMENTAL PROTECTION DIVISION

AUTHORIZATION TO DISCHARGE UNDER THE NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM

STORM WATER DISCHARGES ASSOCIATED WITH SMALL MUNICIPAL SEPARATE STORM SEWER SYSTEMS

In compliance with the provisions of the Georgia Water Quality Control Act (Georgia Laws 1964, p. 416, as amended), hereinafter called the "State Act," the Federal Clean Water Act, as amended (33 U.S.C. 1251 et seq.), hereinafter called the "Clean Water Act," and the Rules and Regulations promulgated pursuant to each of these Acts, all new and existing stormwater point sources associated with small municipal separate storm sewer systems, upon submittal of a Georgia Notice of Intent, are authorized to discharge stormwater to the waters of the State of Georgia in accordance with the limitations, monitoring requirements and other conditions set forth in Parts 1 through Appendix B hereof.

This permit shall become effective on December 6, 2017.

This permit and the authorization to discharge shall expire at midnight, December 5, 2022.

Signed this 15 day of Nov 2017.

Director,
Environmental Protection Division

3.1.1 To be authorized to discharge stormwater from a small MS4, the permittee must submit an NOI. The NOI must be signed and dated in accordance with Part 6.10 of this permit.

3.1.2 Where the operator changes, or where a new operator is added after submittal of an NOI, a new NOI must be submitted.

3.1.3 The NOI form may be obtained on EPD's website at www.epd.georgia.gov/storm-water-forms.

3.1.4 The completed NOI and signed copies of all reports required herein shall be submitted to the following address:

Georgia Environmental Protection Division
Watershed Protection Branch
NonPoint Source Program, Stormwater Unit
2 Martin Luther King, Jr. Drive
Suite 1462, East Tower
Atlanta, Georgia 30334

An electronic method of reporting is being developed. Once the system is available for use, EPD will notify the permittee and all documents will be required to be filed electronically.

3.2 Submittal Deadline

3.2.1 If the permittee was covered under previous permit iterations due to meeting the criteria specified in 40 CFR Part 122.32(a)(1) or due to designation by EPD as specified in 40 CFR Part 122.32(a)(2), then they are required to submit a new NOI in accordance with Part 3.1 and Part 6.3 of the permit, and if notified by EPD, a new SWMP, within 180 days after the effective date of this permit. If designated under the previous permit iteration, then the permittee is considered an existing permittee, not a new permittee, under this permit iteration.

3.2.2 If the permittee is newly designated by EPD under 40 CFR Part 122.32(a)(2) after the issuance date of this permit, then they are considered a new permittee and are required to submit an NOI and SWMP within 180 days of written notification from EPD.

PART 4. STORMWATER MANAGEMENT PROGRAM

The permittee shall implement and enforce a program designed to reduce the discharge of pollutants from the MS4 to the maximum extent practicable in order to protect water quality and to satisfy the appropriate water quality requirements of the State Act and Rules (Chapter 391-3-6-.16). The permittee must comply with the requirements of this Permit. The SWMP shall be considered a supplement to the Permit, containing the standard operating procedures, schedules,

inspection forms, and other documents needed to support the implementation of the Permit requirements (40 CFR Part 122.34(b)). EPD will review and approve the SWMP. The permittee must utilize the procedures and other supplemental documents contained in the SWMP during the activities performed to attain Permit compliance. The SWMP must include, at a minimum, the following information for each of the six minimum control measures:

4.1 Requirements

4.1.1 The best management practices (BMPs) that will be implemented for each of the six stormwater minimum control measures. The SWMP must include at least the BMPs listed in each minimum control measure section below.

4.1.2 The measurable goals set for each of the BMPs.

4.1.3 The method of documentation of activities performed during the reporting period in each annual report.

4.1.4 The implementation schedule for each BMP, including, as appropriate, the date of implementation, the months and years in which each specific required action will be undertaken, any interim milestone dates and/or the frequency of the action(s).

4.1.5 The office or position(s) responsible for implementing or coordinating each BMP.

4.2 Minimum Control Measures

4.2.1 Public Education and Outreach on Stormwater Impacts

The permittee must implement a Public Education Program to distribute educational materials to the community and/or conduct equivalent outreach activities about the impacts of stormwater discharges on water bodies and the steps that the public can take to reduce pollutants in stormwater runoff.

The program should consider topics, such as litter control, illicit discharges, household hazardous waste disposal, residential pesticide, fertilizer, and herbicide application, Fats, Oils and Grease (FOG) and GI/LID techniques. Public education materials are available at numerous websites, including these suggested sites: U.S.EPA (www.epa.gov), Clean Water Campaign (www.cleanwatercampaign.org), and the Center for Watershed Protection (www.cwp.org).

For those permittees with a population less than 10,000 at the time of the permit issuance or at the time of designation, the public education program must contain a minimum of **two** BMPs. For those permittees with a population greater than 10,000 at the time of this permit issuance or at the time of designation, the public education program must contain a minimum of **four** BMPs.

For existing permittees, the program shall, at a minimum, implement the requirements shown in Table 4.2.1(a) below and include descriptions of how they are implemented in the SWMP:

Table 4.2.1(a) Public Education - Best Management Practices (Existing Permittees)

BMPs	Measurable Goals
1. Public Education Program	1.a. Evaluate your existing program to ensure that it meets the needs of your community. Continue to implement, and revise if necessary, the stormwater education program described in the SWMP. The Public Education Program must include BMPs chosen from the following list, or other BMPs proposed for EPD approval: • School presentations; • Brochures placed in public places; • Municipal website; • Presentations to government officials; • Newsletter; • Utility Bill Insert; • Ongoing Social Media program; • Promotional items/giveaways; • Booth at community event; • Local access channel educational postings. 1.b. The measurable goal must be specified for each BMP. Each BMP must be executed at least annually. 1.c. For newly added BMPs, implement the BMP in accordance with the implementation schedule specified for that BMP. Details on the implementation of each BMP must be provided in each annual report.

For new permittees, the program shall, at a minimum, implement the requirements shown in Table 4.2.1(b) below and include descriptions of how they are implemented in the SWMP:

Table 4.2.1(b) Public Education – Best Management Practices (New Permittees)

BMPs	Measurable Goals
1. Public Education Program	1.a. Develop a stormwater public education program. Describe the stormwater public education program in the SWMP and submit the program to EPD for review and

	approval, in accordance with Part 3.2.2 of this permit. The Public Education Program must include the minimum number of BMPs detailed in Part 4.2.1 and include BMPs chosen from the list in Table 4.2.1(a), BMP 1.a. 1.b. Implement the public education program in accordance with the implementation schedule specified for each BMP. The measurable goal must be specified for each BMP. Each BMP must be executed at least annually. 1.c. Details on the implementation of each BMP, including the status of implementation, must be provided in each annual report.

4.2.2 Public Involvement/Participation

The permittee must develop and implement a Public Involvement/Participation program. The permittee must, at a minimum, comply with State and local public notice requirements when implementing a public involvement/participation program. The program should address the need for the public to be included in developing, implementing, and/or reviewing the stormwater management program. The program must make efforts to reach out and engage all economic and ethnic groups.

If the permittee has a website, the SWMP, as well as any updates, must be posted on the website.

For those permittees with a population less than 10,000 at the time of the permit issuance or at the time of designation, the public involvement/participation program must contain a minimum of **two** BMPs. For those permittees with a population greater than 10,000 at the time of this permit issuance or at the time of designation, the public involvement/participation program must contain a minimum of **four** BMPs.

For existing permittees, the program shall, at a minimum, implement the requirements shown in Table 4.2.2(a) below and include descriptions of how they are implemented in the SWMP:

Table 4.2.2(a) Public Involvement/Participation - Best Management Practices (Existing Permittees)

BMPs	Measurable Goals
1. Public	1.a. Evaluate your existing program to ensure that it

Involvement/Participation Program	meets the needs of your community. Continue to implement, and revise if necessary, the public involvement/participation program described in the SWMP. The Public Involvement/Participation Program must include BMPs chosen from the following list, or other BMPs proposed for EPD approval: • Stream cleanup (e.g. Rivers Alive): • Great American Cleanup; • Citizen hotline; • Citizen science/volunteer monitoring (e.g. Adopt-A-Stream); • Adopt-A-Road; • Storm drain marking; • Household hazardous waste disposal event; • Recycling facility or event; • Local stormwater management panel; • Pet waste stations. 1.b. The measurable goal must be specified for each BMP. Each BMP must be executed at least annually. 1.c. Details on the implementation of each BMP must be provided in each annual report.

For new permittees, the program shall, at a minimum, implement the requirements shown in Table 4.2.2(b) below and include descriptions of how they are implemented in the SWMP:

Table 4.2.2(b) Public Involvement/Participation - Best Management Practices (New Permittees)

BMPs	Measurable Goals
1. Public Involvement/Participation Program	1.a. Develop a public involvement/participation program. Describe the program in the SWMP and submit the program to EPD for review and approval in accordance with Part 3.2.2 of this permit. The Public Involvement/Participation Program must include the minimum number of BMPs detailed in Part 4.2.2 and include BMPs chosen from the list in Table 4.2.2(a), BMP 1.a. 1.b. Implement the public involvement/participation program in accordance with the implementation

Johns Creek
be the exception

May 31, 2018

Ms. Lisa A. Perrett
Environmental Specialist
Stormwater Unit
2 Martin Luther King, Jr. Drive.
Suite 1152, East Tower
Atlanta, GA 30334

SUBJECT: 2018 Small MS4 Storm Water Management Program
City of Johns Creek

Dear Ms. Perrett:

Please find enclosed one (1) hard copy of the City of Johns Creek proposed Stormwater Management Program (SWMP), signed by our City Manager. The SWMP contains details of the Best Management Practices (BMPs) we propose to use to meet the six (6) minimum control measures accepted under General Permit No. GAG610000 by the Environmental Protection Division (EPD) of the Georgia Department of Natural Resources (DNR) to best help Small Municipal Separate Storm Sewer Systems (MS4s) meet Clean Water Act goals for water quality.

In addition to the three-hole punched hard copy, we have included one (1) digital copy, in Adobe's portable document format (pdf) of the full document.

I will be the City's point of contact for the administration of the MS4 program. My direct phone is 678.512.3284 (office) or 470.304.6000 (mobile), and my e-mail address is tom.roberts@johnscreekga.gov. Please note our temporary address below.

Very truly yours,
The City of Johns Creek

Wm. Thomas Roberts, III, PE
Land Development Manager

Community Development
10700 Abbotts Bridge Road | Suite 190 | Johns Creek, GA 30097 | JohnsCreekGA.gov | 678-512-3200 | Fax: 678-512-3303

Storm Water Management Program (SWMP)
2018-2023

Johns Creek
GEORGIA
be the exception

General NPDES Permit No. GAG610000 for
Small Municipal Separate Storm Sewer Systems (MS4)

Prepared for:

STATE OF GEORGIA DEPARTMENT OF NATURAL RESOURCES
ENVIRONMENTAL PROTECTION DIVISION

June 4, 2018

The City of Johns Creek, GA
2018 MS4 Storm Water Management Program
Chapter 4 Minimum Control Measures

Minimum Control Measure A.
Public Education and Outreach on Storm Water Impacts

See Table 4.2.1(a)

4.2.1 Public Education and Outreach on Storm Water Impacts

REQUIREMENT

The permittee must implement a Public Education Program to distribute educational materials to the community and/or conduct equivalent outreach activities about the impacts of storm water discharges on water bodies and the steps that the public can take to reduce pollutants in storm water runoff.

The program should consider topics, such as litter control, illicit discharges, household hazardous waste disposal, residential pesticide, fertilizer, and herbicide application, Fats, Oils and Grease (FOG) and GI/LID techniques. Public education materials are available at numerous websites, including these suggested sites: U.S.EPA (www.epa.gov), Clean Water Campaign (www.cleanwatercampaign.org), and the Center for Watershed Protection (www.cwp.org).

For those permittees with a population less than 10,000 at the time of the permit issuance or at the time of designation, the public education program must contain a minimum of **two** BMPs. For those permittees with a population greater than 10,000 at the time of this permit issuance or at the time of designation, the public education program must contain a minimum of **four** BMPs.

D. BMP #A-4 – FOG Education

1. Description of BMP: **The City will distribute Fats, Oils, and Grease (FOG) information during four events that the City holds throughout the year. FOG are responsible for the majority of sanitary sewer spills which contaminate our streams. The information will educate the public on this problem as well as what they can do to help prevent it. Pictures of the event and the information on material distributed at the events will be included in the supporting documents of the annual report.**

2. Measurable Goal(s): **Participate in and distribute FOG information during four events from a WATER BOOTH at each event. Photos of the WATER BOOTH each event and copies of the materials handed out at the event will be included in the annual report.**

3. Schedule:

   a. Interim Milestone Dates (if applicable):
   N/A – Ongoing Program

   b. Implementation Date (if applicable):
   Ongoing Program

   c. Frequency of actions (if applicable):
   4 Times Annually

   e. Month/Year of each action (if applicable):
   N/A

4. Person (position) responsible for overall management and implementation of the BMP: **Public Works Staff**

5. Rationale for choosing the BMP and setting the measurable goal: **Public events present great opportunities to educate the community about the City's Storm Water Manager Program as well as encourage them to get involved and participate in City programs.**

6. How will you determine whether this BMP is effective in reducing pollution to storm water in accordance with Part 5.1.4 of the Permit: **The City will track the attendees and storm water information distributed as well as solicit feedback from the general public.**

C. BMP #A-3 – Annual City Event

1. Description of BMP: **The City of Johns Creek will participate in at least one public education event related to water education during the reporting period. It will have a booth dedicated to Water Education with handouts and activities available for festival attendants.**

2. Measurable Goal(s): **The City will participate in an annual public education event and distribute water education brochures to at least 30 people. Results and participation info will be documented in the MS4 Annual Report.**

3. Schedule:

   a. Interim Milestone Dates (if applicable):
   May 2018 – Revised Program, thence – Ongoing Program

   b. Implementation Date (if applicable):
   May 2018

   c. Frequency of actions (if applicable):
   Annually

   d. Month/Year of each action (if applicable):
   Varies

4. Person (position) responsible for overall management and implementation of the BMP: **Recreation Programs Coordinator/Land Development Manager**

5. Rationale for choosing the BMP and setting the measurable goal:
The modification comes to allow greater flexibility due to weather. If a single event were selected, as in the past, if the event is cancelled due to weather, it is not rescheduled, thus this milestone will be missed. Our Fall Festival has over 4,000 annual attendees and our Annual Touch-a-Truck event in May attracts similar crowds. Both are excellent opportunities to provide educational information about water programs.

6. How will you determine whether this BMP is effective in reducing pollution to storm water in accordance with Part 5.1.4 of the Permit: **The City will track the attendees and water information distributed as well as solicit feedback from the general public.**

The City of Johns Creek, GA
2018 Storm Water Management Program

Minimum Control Measure B.
Public Involvement / Participation

See Table 4.2.2. (a)

4.2.2. Public Involvement / Participation

REQUIREMENTS

The permittee must develop and implement a Public Involvement/Participation program. The permittee must, at a minimum, comply with State and local public notice requirements when implementing a public involvement/participation program. The program should address the need for the public to be included in developing, implementing, and/or reviewing the storm water management program. The program must make efforts to reach out and engage all economic and ethnic groups.

If the permittee has a website, the SWMP, as well as any updates, must be posted on the website.

For those permittees with a population less than 10,000 at the time of the permit issuance or at the time of designation, the public involvement/participation program must contain a minimum of **two** BMPs. For those permittees with a population greater than 10,000 at the time of this permit issuance or at the time of designation, the public involvement/participation program must contain a minimum of **four** BMPs.

A. Best Management Practice (BMP) #B-1- Adopt-A-Road

1. Description of BMP: **The City of Johns Creek will sponsor an Adopt-a-Road program in which community members and Non-Governmental Organizations (NGO's) can learn about litter prevention and work in the community to help clean up litter. Any group or individual who wishes to adopt a road will attend a training session to learn about the Adopt-A-Road program and litter prevention and safety measures to be taken when cleaning the road. Following the training, an agreement will be signed for the group or individual to maintain a mile of the designated road for two years, once a quarter. The City will provide the equipment and materials needed for cleanups. A list of currently adopted roads is included in Appendix D.**

2. Measurable Goal(s): **Currently, there are 30 miles of adopted roads. The City's goal is to maintain or increase this amount each year. A summary list of all adopted road segments, the amount of trash removed annually, and photos will be included in the annual report.**

3. Schedule:

   a. Interim Milestone Dates (if applicable):
   N/A – Ongoing Program

   b. Implementation Date (if applicable):
   2013

   c. Frequency of actions (if applicable):
   Annual oversight and data recording

   d. Month/Year of each action (if applicable):
   Ongoing

4. Person (position) responsible for overall management and implementation of the BMP: **Solid Waste Manager**

5. Rationale for choosing the BMP and setting the measurable goal:
The Adopt-a-Road program is a long standing program created by the National Keep America Beautiful organization. We believe this program will help us reduce litter in our community which will also help divert waste from entering our watershed.

6. How will you determine whether this BMP is effective in reducing pollution to storm water in accordance with Part 5.1.4 of the Permit: **The City will track the new miles of road added to the program annually which will result in more litter being removed from the roadside.**

AGENDA REPORT

To: Honorable Mayor and City Council Members

From: Kimberly Greer, Assistant City Manager

Agenda: July 23, 2018 Council Work Session

Item: Prioritization of 2018/2019 Objectives and FY2019 Budget Priorities

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Item Summary

To improve program management (prioritization of all projects undertaken by the City), staff has determined departments for which requested projects exceed current bandwidth and recommended which projects should be advanced at this time. Prior to delaying or deferring the balance of projects, staff requests Council review and discuss if substitutions or rearrangements of priority are deemed more appropriate.

Background

As a result of the 2018 Council Retreat, Council suggested an additional 34 objectives or projects for the 2018-2019 period. After review, staff is not declining to take on any of the new objectives but asking for assistance in understanding the prioritization within and against existing projects as some will need to be delayed, deferred, or abandoned to align with existing bandwidth.

Additionally, as staff prepares the initial FY2019 Budget for the Mayor's consideration (before he presents his Budget to Council), feedback related to the Council's priorities for FY2019 can inform the City Manager's efforts to prepare the Budget. The desired outcome of the goal-specific discussion is not to have Council formulate or debate the budget but to assist staff in our preparation.

Update

At the June 4, 2018 Work Session and Council Meeting, the Mayor and City Council discussed staff's initial list of projects (organized by the Department currently managing the project) and accepted the premise that existing bandwidth is finite. Council requested the list of projects be (1) narrowed by eliminating any annual recurring projects (such as Budget preparations), (2) tiered between projects that must be done and the more discretionary projects, and (3) accompanied with a recommendation for prioritized project with justifications (as to priority ranking).

Related to FY2019 Budget priorities, staff requested Council feedback ranking of the six major strategic goals for guidance as staff winnows the requested discretionary capital projects in the preliminary FY2019 Budget. Building off the discussion of priorities for the FY2019 Budget, Councilwoman Endres shared a

hierarchy of levels of service and expenditures that could be used to frame or classify expenditures and their relationship to "keeping the lights on" for City services.

On June 6, 2018, staff sent out an online poll to Council requesting ranking of the six major strategic goals for the purposes of discretionary spending in the FY2019 Budget. As of June 13, 2018, staff had received a response from one Councilmember.

Updated Project Listing / Overall Program

The following listing of projects has been updated in several ways. First, departments operating within bandwidth have been removed. The project list for overcapacity departments have been further limited to remove any annual or recurring projects (budget, millage rate) or separately managed projects (such as TSPLOST). Projects that were removed are shown in italics at the bottom of department project charts.

Of the remaining projects (displayed as charts), required or non-optional projects are denoted with bold text and the * symbol. Discretionary projects are shown in regular text. Projects within each department chart have be listed in rough priority order. The center column is headed with the estimated number projects current staff can manage in addition to day-to-day responsibilities. The ✓ symbols in the center column denote if staff prioritizes the project. Projects not denoted with ✓ symbol would be delayed or deferred until higher prioritized projects are completed. A brief reasoning or justification is listed by project in the third column.

City Manager's Office Projects	(4)	Reasoning
Municipal Complex / City Hall*	✓	Construction contract signed. Financial challenges to simultaneous rent and debt service payments.
Customer Service Tracking System	✓	Need to reduce issues falling through the cracks
Small Cell Regulations and Camouflage	✓	Legislation likely in spring, need strategy
Building Permit Requirements and Fees	✓	Fees are confusing, can remove some permits
iHeartJohnsCreek		Initiative could frame and direct economic development efforts and energize existing partners
Keep North Fulton Beautiful		Current service level meets state requirements but could be improved or refined
Development Authority		Local development authority may better cater to smaller and more specific needs to advance the Strategic Economic Development Plan
Performances Measures/Metrics		Measurements and metrics can direct attention and be utilized as a gauge for service; however, they are time-consuming to track unless tied to a system (such as the new ERP implementation), initiative should be revisited after ERP project completed
Carpool Promotion		Not core government service or role but City could impact issue through involvement and promotion
Work from Home Policy (for City)		Direct impact would not affect majority of City workforce (public safety) but could positively impact some and be used as an example for businesses

**staff considers project to be mandatory or non-optional for the success of the City*
Annual or recurring projects removed from the City Manager's Office project list: Animal Control, Contract Administration – CH2M and SAFEbuilt, Management of Contracts and Subcontracts (covered in previous or by other Department), Strategic Economic Development Plan implementation, and Efficiency of Council Meetings.

Community Development Projects	(3)	Reasoning
Comprehensive Plan Update*	✓	Plan must be updated by Nov. 2018 or jeopardize City's Qualified Local Government status
Stormwater Management Program*	✓	Necessary for compliance with the Municipal Separate Storm Sewer System Permit (which is necessary for the City to be a local issuing authority for Land Disturbance Permits). Updating program is a priority of the Comp Plan and Council request.
Transportation Master Plan	✓	Rewrite underway, draft anticipated in September. Plan will flesh out the transportation details from the Comp Plan and discuss and define mobility aims for Johns Creek's transportation system.
Unified Development Code		Implementation of the Comp Plan vision could be forwarded by updating Zoning Ordinance, Land Development regulations, and other guidelines but updates could also be completed piecemeal
Town Center Plan		Articulating a vision for the Town Center area identified in the Comp Plan will increase the likelihood that redevelopment aligns with the community's vision for the area
Performing Arts Center		Feasibility Study underway to explore concept and parameters for possibility of a privately- (or nonprofit)-run performing arts center in Johns Creek and critical success factors
Redevelopment Plans for Comm. Nodes		Comp Plan prioritizes visioning studies for several commercial nodes that may face redevelopment pressures in the next decade. Although redevelopment outlook is improved with a clear vision, as the redevelopment is completed by the private sector the plan is not required.

**staff considers project to be mandatory or non-optional for the success of the City Annual or recurring project removed from the Community Development project list: Preserve the Premier Residential Community*

Human Resources	(3)	Reasoning
Hiring for Sworn Positions*	✓	Open positions are frontline (4 police officers and 1 firefighter I), maintaining leading levels of public safety is directly impacted by core staffing
Hiring for Department Heads (Fin. Dir.)*	✓	Finance Director is a key role in the City. Interim

		part-time assistance has been secured but long-term success requires fulltime attention.
Hiring for Non-Sworn (Police/Fire) Positions	✓	Open position (police records clerk) is a vital role in supporting the success of the police officers
Hiring for Non-Public Safety Positions		Open position (HR Generalist) deemed necessary but less critical than public safety positions
Automation of Processes in Updated ADP		Improves service to staff to have processes and policies available online and updated

**staff considers project to be mandatory or non-optional for the success of the City*

Finance	(1)	Reasoning
Funding Strategy / Prioritizations*	✓	Needs always exceed wants; funding strategy and prioritization impacts all major projects and informs budgeting and other annual, recurring projects
Review of Financial Policies		Best practice to review and update policies
Business Tax Alternatives		Existing classification cumbersome but functional
Financial Toolset (reverse bidding, cost-benefit analysis, budgeting tools, crowd funding capital campaigns)		Adding to the financial toolset would improve Council deliberations and potentially lead to cost-savings or force-multipliers but not critical

**staff considers project to be mandatory or non-optional for the success of the City*
Annual or recurring projects removed from the Finance Department project list: 10-Year Financial model, Budget (FY2019), and Millage Rate (FY2018)

Public Works	22	Reasoning
Abbotts Bridge (Jones Bridge to Parsons) (P1615X)*	✓	Signed Project Framework Agreement with GDOT. Final stages of construction, fully funded for road work, rather than return millions, should continue
Abbotts Bridge (Parsons Road to Medlock Bridge) (P1402X)*	✓	Signed Project Framework Agreement with GDOT for right-of-way phase, rather than return millions should continue this funded project
Kimball Bridge (State Bridge to Jones Bridge) (P1412X)*	✓	Signed Project Framework Agreement with GDOT. Midst of construction, fully funded for road work and lighting, rather than return millions, should continue
Brumbelow Trail (Mackinac to Stoney Ridge) (P1507X)*	✓	Contract signed, under construction, nearing completion with bridge place and sidewalk poured
Traffic Signal Replacement – Old Alabama at Hunts Point and Old Alabama at Timberstone*	✓	Contract signed, construction underway, new poles and signal heads installed, nearing completion.
Rogers Circle (Bell Road to Shakerag Park) Sidewalk Addition (PW1709)*	✓	Contract signed, construction underway.
Parsons (Abbotts to Highgate Manor) Sidewalk Additions (PW1709)*	✓	Contract signed, construction underway.
State Bridge Fiber Installation (P1617X and P1618X)*	✓	Contract awarded, completing fiber link to complete the backup look to existing system on McGinnis.

McGinnis Ferry Traffic Signal Replacements aka Traffic Hardware Updates (PW1840)	✓	Contract awarded on June 4, 2018, work anticipated to take up to 120 days.
Traffic System Assessment	✓	Assessment sent to Council end of May, further Council discussion and direction would inform potential improvements to ITS system and potential Off-Peak Improvements. Precursor / direction for many traffic signal related projects.
Procedural Manuals for Departmental Operations	✓	Operational manual would assist in consistent application, cross-training, delineation of roles / responsibilities, and staff transitions
Pavement Analysis (PW1833)	✓	Laser truck completed in early 2018, analysis completed, need to discuss with Council to re-visit annual spend and pavement quality index target prior to selection of FY2019 roads to be resurfaced
Medlock Bridge Corridor Study (P1308X)	✓	Contract signed. Work informs the Medlock at State study; older effort being updated with 2017 traffic data, then this project can be closed/combined with TSPLOST Medlock Corridor Project (which is currently on-hold). Project pre-dates TSPLOST.
Stormwater Improvement Projects (PW1834)	✓	Projects not yet identified for this year.
Traffic Signal Replacement – State Bridge at Whole Foods and Old Alabama at Preston Oaks	✓	Engineering underway, could be delayed before Invitation to Bid is released (planned for later this summer)
Abbotts Bridge – Geometric Improvement (Florida T at Interim City Hall)	✓	Relatively small investment for significant impact on traffic safety for citizens doing business at City Hall and longer term future tenants of space
Signal Upgrades – Minor (PW1708)	✓	Projects that are not maintenance, not major rebuilds such as improvement at State Bridge and Target/Publix to improve timing/phase. Studies underway at multiple locations.
Buice Road Traffic Calming	✓	Discussions on cost-share with City of Alpharetta underway at staff level. Liability concerns identified for substandard speed tables but straight removal has negative consequences to neighborhoods.
Collector Road Improvements (PW1830X)	✓	Multiple potential projects in engineering phase. None yet authorized for construction.
CCTV Replacements (PW1714 and PW1842)	✓	2017 project underway, almost complete. 2018 project identified and bid. Finalizing contract.
Right-of-Way Maintenance Re-bid	✓	Current contract expires in September. Although renewals possible, current scope does not align with expectations or desires. Re-bid and new contract more likely to meet needs of the City.

Traffic Signal Loops to Pucks (PW1841)	✓	Contingent on other projects in that the conversions are being made as road improvements construction, this year several Abbotts Bridge intersections updated during road construction
Traffic System – Off-Peak Improvements		On-hold, waiting for Council discussion of Traffic System Assessment
Morton Road Roundabout (P1518X)		Not yet started, could first develop a prioritization to rank implementation of roundabouts (similar to ranking system created for sidewalks)
Long Indian Creek – pedestrian safety and traffic calming		Feedback needed from neighborhood regarding interest in various sidewalk options and funding needed for any improvements.
Autonomous and Connected Vehicles – Policy / Program to Prepare		Active three-light pilot project on State Bridge, but intent and direction for project needs to be better defined to establish success markers.
Multi-Modal Path Policy		Precursors of Comp Plan and Master Transportation Plan needed first. Policy would refine and define the concepts mentioned throughout the Comp Plan and promote connectivity for more than just automobiles. Concept explored in the Master Transportation Plan (update underway). If full policy is not included as an Appendix within, it will be a named action item.
Walk Audits at each Elementary School		Improve safety and safe passage for elementary school children traveling to and from school. Could inform prioritization of sidewalk and path additions.
Sidewalk Addition – Falls at Autry Mill to Bucie Road (P1538X and PW1829)		Council shelved project at June 4, 2018 Council Meeting citing need to develop Multi-Modal Path Policy, overall stormwater management plan, and re-visit sidewalk/trail map and system plans.
Barnwell Road at Jones Bridge (P1603X)		Council put proposed sidewalk/trail on hold in fall 2017 citing need for corridor/holistic approach rather than piecemeal. Immediate safety concerns mitigated with pruning effort in 2017.
Storage and Maintenance Facility (PW1835)		Not yet started, location not yet identified but would assist with known maintenance and storage needs
Medlock Bridge (State Bridge to St. Ives) (P1543X)		Project can be closed and handled in TSPLOST Medlock Corridor (which currently on-hold, not authorized by Council). Project pre-TSPLOST.
Medlock Bridge (Wilson to Johns Creek Parkway) (P1545X)		Project can be closed and handled in TSPLOST Medlock Corridor (which currently on-hold, not authorized by Council). Project pre-TSPLOST..

**staff considers project to be mandatory or non-optional for the success of the City – for the Public Works projects that is often tied to a signed contract or milestones reached in a construction project.*

Annual or recurring projects removed from list: Resurfacing (2018 Budget), Right-of-Way Contract Management, Sign Repair Contract Management, and Signal Repair Contract Management.

TSPLOST/ GDOT projects removed from the list (separately managed, not impacting bandwidth): State Bridge widening (Medlock Bridge to Chattahoochee), New Road (Bell to Technology Park), Jones Bridge (Sargent to McGinnis), Jones Bridge (Waters to State Bridge), Haynes Bridge capacity improvements (Old Alabama to Mansell Road), Barnwell Road at Holcomb Bridge, Bell / Boles Corridor, Abbotts Bridge (Medlock Bridge to Chattahoochee), Medlock Bridge at State Bridge, McGinnis Ferry widening (Sargent to Union Hill), and Medlock Bridge at State Bridge.

For all departments, initiatives exceeding the number that can be effectively managed are being delayed or deferred until prioritized projects are substantially completed.

Recommendation

Staff's recommendations for project prioritization are displayed in the department project charts above. Prior to delaying or deferring the balance of projects, staff requests Council review and discuss if substitutions or rearrangements of priority are deemed more appropriate.

State Bridge Road
(Camden Way to Chattahoochee River)
City of Johns Creek

Legend

- Proposed Edge of Pavement
- Proposed Driveway
- Proposed Sidewalk
- Pedestrian Bridge
- Existing R/W and Property Lines
- Full Depth Pavement
- Overlay

PUBLIC ENGAGEMENT REPORT

Project: TSPLOST – JCR-014 State Bridge Widening from Medlock Bridge Road to the Chattahoochee River

Meetings:

- TSPLOST Monthly Meetings: (05/18/2017, 06/15/2017, 07/13/2017, 08/17/2017, 10/19/2017, 11/16/2017, 02/11/2018, 03/13/2018, 04/12/2018, 05/08/2018)
- Ammersee Lakes: (03/21/2018)
- Macy's Technology: (04/18/2018)

Input Received (14 comments total):

- Right turn lanes requested and added at St. Georgen Common turning into Ammersee Lakes and Macy's Technology.
- Coordination with Gwinnett County requested to ensure State Bridge Road and Pleasant Hill Road are both widened.
- Comments on the appearance of the pedestrian bridge.
- Comments on pedestrian access needed to cross the bridge safely.
- Comments questioning the necessity of the sidewalk and trail on each side of State Bridge Road.

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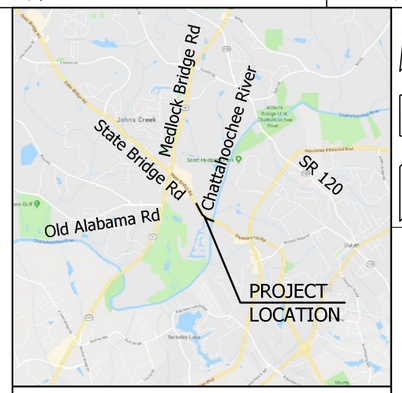


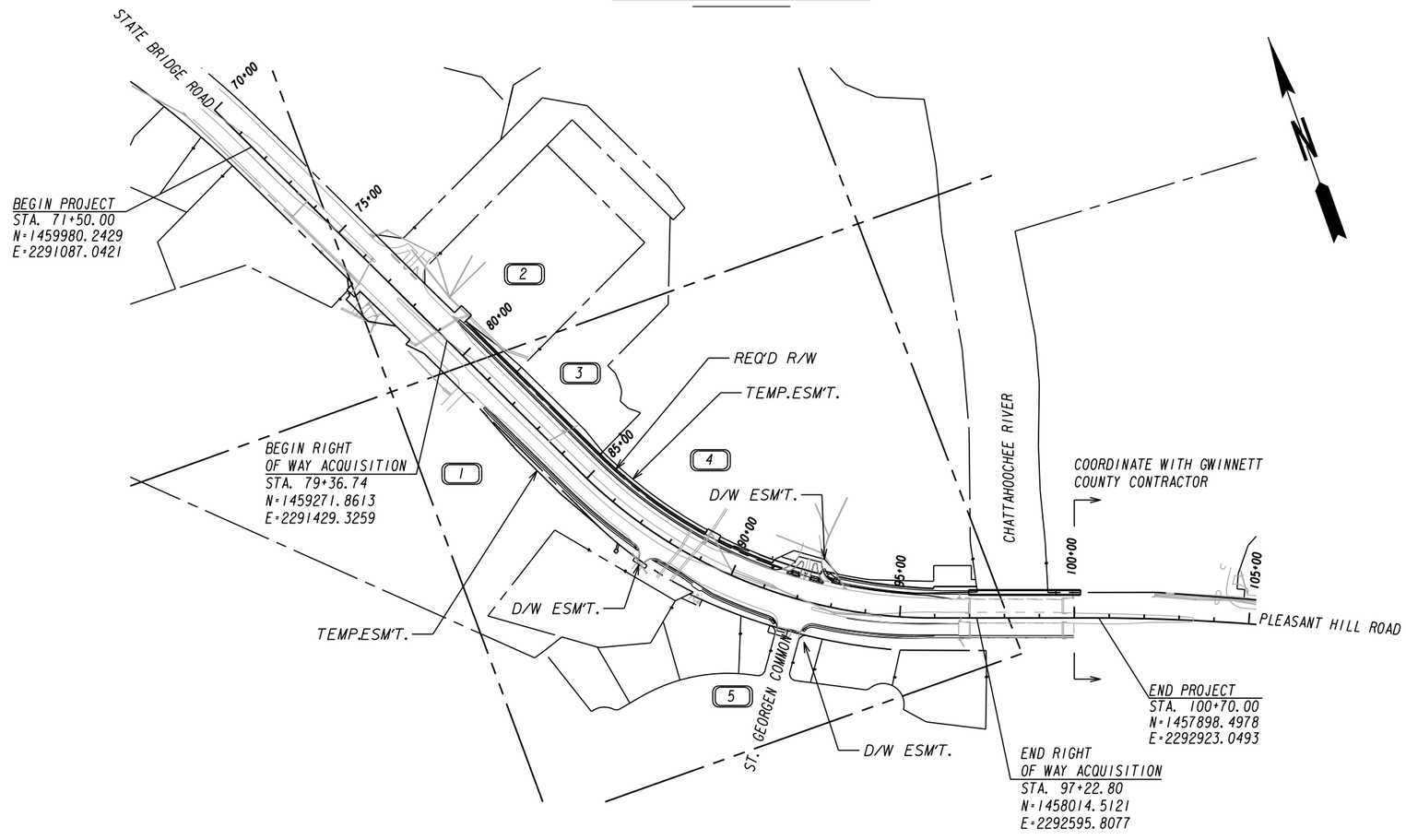
LOCATION SKETCH

CITY OF JOHNS CREEK
DEPARTMENT OF PUBLIC WORKS

RIGHT OF WAY OF PROPOSED
STATE BRIDGE ROAD
(CAMDEN WAY TO CHATTAHOOCHEE RIVER)
FULTON COUNTY

CONVENTIONAL SIGNS

STATE OR COUNTY LINE	
CITY LIMIT LINE	
LAND LOT LINE	
PROPERTY LINE	
SURVEY OR BASE LINE	
RIGHT OF WAY LINE – EXISTING	
RIGHT OF WAY LINE – REQUIRED	
RIGHT OF WAY LINE – LIMIT OF ACCESS	
RIGHT OF WAY LINE – REQD R/W & LIMIT OF ACCESS	
RIGHT OF WAY LINE – R/W MARKERS	
FENCE	
RAILROAD	
POWER LINE	
TELEPHONE LINE	
POWER/UTILITY POLES	
LIGHT POLES	



NOTE :
ALL REFERENCES IN THIS DOCUMENT,WHICH INCLUDES ALL PAPERS,WRITINGS, DOCUMENTS,DRAWINGS,OR PHOTOGRAPHS USED,OR TO BE USED IN CONNECTION WITH THIS DOCUMENT,TO "STATE HIGHWAY DEPARTMENT OF GEORGIA ","STATE HIGHWAY DEPARTMENT ",GEORGIA STATE HIGHWAY DEPARTMENT "," HIGHWAY DEPARTMENT ",OR "DEPARTMENT "WHEN THE CONTEXT THEREOF MEANS THE STATE HIGHWAY DEPARTMENT OF GEORGIA,AND SHALL BE DEEMED TO MEAN THE DEPARTMENT OF TRANSPORTATION.

THIS PROJECT HAS BEEN PREPARED USING THE HORIZONTAL GEORGIA COORDINATE SYSTEM OF 1984 (NAD 1983)/94 WEST ZONE,AND THE NORTH AMERICAN VERTICAL DATUM (NAVD) OF 1988.

FULTON COUNTY

Johns Creek
be the exception

Michael Baker INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

LENGTH OF RIGHT OF WAY PROJECT	COUNTY NO. 121
	MILES
NET LENGTH OF RIGHT OF WAY	0.338
NET LENGTH OF BRIDGES	0.061
NET LENGTH OF EXCEPTIONS	0.000
GROSS LENGTH OF RIGHT OF WAY	0.338

SCALE IN FEET
0 200 400 800

THIS PROJECT IS LOCATED 100% IN FULTON COUNTY AND CONGRESSIONAL DISTRICT 06.

PLANS COMPLETED DATE: 5/21/18

REVISIONS:

6/26/18 - SHEETS 1,3-9

DRAWING No.
60-0001

LL336

LL331

N/F
RIVERWALK MARKET PLACES S.C., LLC

EXIST R/W

BEGIN PROJECT
STA. 71+50.00
N=1459980.2429
E=2291087.0421

BEGIN CONSTRUCTION
STA. 72+00.00

70+00 71+00 72+00 73+00 74+00 75+00 76+00

40'

S25°47'21.9"E

℄ STATE BRIDGE ROAD

+84.1
11.1' LT

+39.9
16.9' RT

BEGIN MILL
& INLAY RIGHT
STA. 72+00.00

40'

BEGIN MILL
& INLAY LEFT
STA. 75+00.00

DRAWING No. 60-0003

MATCH LINE STA. 76+00

EXIST R/W

N/F
WIL-ALT JOHNS CREEK LLC

N/F
V & V LAND LLC

N/F
STATE BRIDGE OWNERS ASSOCIATION, INC.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

SCALE IN FEET
0 20 40 80

DATE	REVISIONS	DATE	REVISIONS

CITY OF JOHNS CREEK
DEPARTMENT OF PUBLIC WORKS

RIGHT OF WAY MAP

PROJECT NO:
COUNTY: FULTON
LAND LOT NO: 331, 336
LAND DISTRICT: 57
GMD
DATE 5/21/18 SH 2 OF 9

DRAWING No.
60-0002

7/31/2015 GRWPLN

N/F
RIVERWALK
MARKET PLACES
S.C., LLC

N/F
MACYS PRIMARY REAL ESTATE INC.

2
N/F
DEVELOPMENT AUTHORITY OF FULTON COUNTY

3
N/F
FEDERATED SYSTEMS
GROUP INC.

BEGIN TP "W" GUARDRAIL
TP 1 ANCHOR
STA. 81+00.00, 73.00' LT

LL336
LL34

BEGIN SIDEWALK
& TIE TO EXIST.
STA. 79+21.47, 62.27' LT.

BEGIN CURB & GUTTER
& TIE TO EXIST.
STA. 79+21.51, 57.77' LT.

DE10012
STA. 81+42.99
95.00' LT

DE10011
STA. 80+70.00
91.00' LT

DE10009
STA. 81+42.99
76.50' LT

DE10008
STA. 79+36.80
76.50' LT

EASMT FOR THE CONST OF SLOPES

REQ'D R/W

DE10010
STA. 80+50.00
91.00' LT

EXIST R/W

122

121

10' SIDEWALK

EXIST R/W

BEGIN WIDENING LEFT
STA. 79+21.51

+50.0
58.0' LT

+71.5
72.5' LT

40'

+62.3
18.1' LT

DRAWING No. 60-0002

DRAWING No. 60-0004

76+00 77+00 78+00 79+00 80+00 81+00 82+00

R 3.39'

+29.2
14.9' LT

+38.8
9.6' RT

S25°47'21.9"E

℄ STATE BRIDGE ROAD

R 3.54'

+56.3
14.6' RT

40'

BEGIN RIGHT OF
WAY ACQUISITION
STA. 79+36.74
N=1459271.8613
E=2291429.3259

BEGIN WIDENING RIGHT
STA. 81+48.49

MATCH LINE STA. 76+00

MATCH LINE STA. 82+00

EXIST R/W

EXIST R/W

EASMT FOR
THE CONST
OF SLOPES

BEGIN CURB & GUTTER
& TIE TO EXIST.
STA. 81+48.49, 58.00' RT.

+73.5
62.5' RT

BEGIN 5' SIDEWALK
& TIE TO EXIST.
STA. 81+48.49, 60.50' RT.

1
N/F
PARKWAY BAPTIST CHURCH OF DULUTH INC.

DE10000
STA. 81+48.49
73.28' RT

N/F
STATE BRIDGE
OWNERS
ASSOCIATION,
INC.

LL336
LL331

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR
& MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

SCALE IN FEET
0 20 40 80

DATE	REVISIONS	DATE	REVISIONS
06/26/18	REVISED PARCELS 1 & 2 TEMP. EASM'TS		

CITY OF JOHNS CREEK
DEPARTMENT OF PUBLIC WORKS

RIGHT OF WAY MAP

PROJECT NO:
COUNTY: FULTON
LAND LOT NO: 34, 331, 336
LAND DISTRICT: 57
GMD
DATE 5/21/18 SH 3 OF 9

DRAWING No.
60-0003

3
N/F
FEDERATED SYSTEMS GROUP INC.

4
N/F
FEDERATED SYSTEMS GROUP INC.

END TP "W" GUARDRAIL
TP 12 ANCHOR
STA. 84+50.00, 73.00' LT

DE10015
STA. 84+00.00
95.00' LT

DE10016
STA. 84+77.77
86.50' LT

DE10013
STA. 84+77.77
76.50' LT

DE10017
STA. 84+79.21
86.50' LT

DE10014
STA. 84+79.28
76.50' LT

REQ'D R/W

EASMT FOR THE CONST OF SLOPES

REQ'D R/W
TRACT I

EASMT FOR THE CONST OF SLOPES, TRACT I

EXIST R/W

138

10' SIDEWALK

DRAWING No. 60-0003

40'

82+00

83+00

84+00

P.C. 84+77.77

85+00

86+00

87+00

DRAWING No. 60-0005

S25°47'21.9"E

Curve° 1

℄ STATE BRIDGE ROAD

MATCH LINE STA. 82+00

40'

MATCH LINE STA. 87+00

5' SIDEWALK

EXIST R/W

192

MEDIA ONE EASEMENT
DB. 26970 PG. 115

EASMT FOR THE CONST OF SLOPES

DE10003
STA. 83+00.00
84.00' RT

DE10002
STA. 84+77.77
84.00' RT

DE10001
STA. 86+10.88
80.00' RT

1
N/F
PARKWAY BAPTIST CHURCH OF DULUTH INC.

N/F
FULTON COUNTY

Curve° 1
PI Sta= 90+67.71
N= 1458253.54
E= 2291921.37
DELTA= 44°41'44.9" (LT)
D= 03°59'33.85"
T= 589.94
L= 1119.43
R= 1435.00
E= 116.53
e=MATCH EXIST.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

SCALE IN FEET
0 20 40 80

DATE	REVISIONS	DATE	REVISIONS
06/26/18	REVISED PARCEL 1 TEMP. EASM'T		

CITY OF JOHNS CREEK
DEPARTMENT OF PUBLIC WORKS

RIGHT OF WAY MAP

PROJECT NO:
COUNTY: FULTON
LAND LOT NO: 34
LAND DISTRICT: 57
GMD
DATE 5/21/18 SH 4 OF 9

DRAWING No.
60-0004

Curve° 1
PI Sta° 90+67.71
N° 1458253.54
E° 2291921.37
DELTA° 44°41'44.9" (LT)
D° 03°59'33.85"
T° 589.94
L° 1119.43
R° 1435.00
E° 116.53
e° MATCH EXIST.

4
N/F
FEDERATED SYSTEMS GROUP INC.

DE10019 STA. 88+78.00 86.50' LT
DE10018 STA. 88+77.95 76.50' LT
DE10030 STA. 89+23.02 86.50' LT
DE10020 STA. 89+23.10 76.50' LT
REQ'D R/W TRACT 1
EASMT FOR THE CONST OF SLOPES, TRACT 1
EASMT FOR THE CONST OF SLOPES, TRACT 2
REQ'D R/W TRACT 2
EXIST R/W
158
155
10' SIDEWALK
WATER LINE EASEMENT DB. 41903 PG. 37
DRIVEWAY EASMT
END SIDEWALK STA. 91+87.38 64.72' LT.
DE10031 STA. 91+50.00 130.00' LT
END CURB & GUTTER & TIE TO EXIST. STA. 91+49.45, 82.58' LT.
BEGIN SIDEWALK STA. 91+53.18, 64.50' LT.
END BACK OF SIDEWALK STA. 91+32.44, 72.50' LT.
TYPE D WC RAMP
R 84.96'
+90.5 102.6' LT
R 5'
+30.0 104.4' LT
R4'
+50.2 67.1' LT
+85.8 60.2' LT
+90.0 64.2' LT
R 75'
R 4'
+54.7 60.0' LT
+20.1 76.3' LT
+89.4 58.0' LT
DE10022 STA. 91+00.00 86.50' LT
DE10021 STA. 91+00.00 76.50' LT
+19.6 18.2' LT
R 2.89'
+33.2 11.8' LT
+96.4 3.6' LT
END WIDENING RIGHT STA. 91+71.33
DRAWING No. 60-0004
DRAWING No. 60-0006
MATCH LINE STA. 87+00
MATCH LINE STA. 92+00
87+00
88+00
89+00
90+00
91+00
92+00
40'
℄ STATE BRIDGE ROAD
Curve° 1

+19.2 58.0' RT
TYPE D WC RAMP
R 35'
+3.1 58.0' RT
R 35'
+59.6 14.4' RT
+74.9 58.0' RT
+28.3
5' SIDEWALK
TYPE D WC RAMP
+74.6 62.5' RT
+11.0 71.9' RT
+15.6 76.5' RT
+43.2 75.8' RT
+74.9 70.0' RT
+74.6 74.5' RT
+38.0 79.2' RT
+38.7 70.0' RT
TYPE C WC RAMP
R 35'
5' SIDEWALK
END SIDEWALK STA. 91+61.60, 83.49' RT.
EXIST R/W
DE10038 STA. 91+50.00 95.18' RT
DE10041 STA. 91+50.00 115.00' RT
+61.36 89.22' RT
END CURB & GUTTER & TIE TO EXIST. STA. 91+71.33, 103.23' RT.
DRIVEWAY EASMT
DE10039 STA. 92+00.00 94.62' RT
DE10040 STA. 92+00.00 115.00' RT
ST. GEORGEN COMMON
5
N/F AMMERSEE LAKE HOME OWNERS ASSOCIATION

1
N/F
PARKWAY BAPTIST CHURCH OF DULUTH INC.
DRIVEWAY EASMT
EXIST R/W
BEGIN SIDEWALK STA. 87+83.99, 67.50' RT.
BEGIN CURB & GUTTER STA. 87+72.02, 81.14' RT.
DE10006 STA. 87+81.00 100.00' RT
DE10005 STA. 87+81.00 89.28' RT
DE10004 STA. 87+42.00 87.92' RT
END CURB & GUTTER STA. 87+48.95, 77.71' RT.
END SIDEWALK STA. 87+38.32, 67.50' RT.
DE10007 STA. 87+42.00 100.00' RT
N/F FULTON COUNTY

N/F
RANDY BYRON CRONIC &
ANNA MARIA CRONIC

N/F
AMMERSEE LAKE HOME OWNERS ASSOCIATION INC.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

SCALE IN FEET
0 20 40 80

DATE	REVISIONS	DATE	REVISIONS
06/26/18	REVISED PARCEL 5 DRIVEWAY EASM'T		

CITY OF JOHNS CREEK
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP
PROJECT NO:
COUNTY: FULTON
LAND LOT NO: 34
LAND DISTRICT: 57
GMD
DATE 5/21/18 SH 5 OF 9
DRAWING No. 60-0005

7/31/2015 GRWPLN

BEGIN CURB & GUTTER & TIE TO EXIST.
STA. 92+43.98, 119.39' LT.
DE10032
STA. 92+50.00
130.00' LT

BEGIN SIDEWALK
STA. 92+23.13, 64.84' LT.

BEGIN SIDEWALK
& TIE TO EXIST.
STA. 92+54.24,
101.73' LT.

DE10024
STA. 92+50.00
97.00' LT

DE10023
STA. 92+50.00
86.50' LT

DE10025
STA. 93+00.00
97.00' LT

DE10026
STA. 93+00.00
90.18' LT.

DE10033
STA. 94+00.00
97.00' LT

4
N/F
FEDERATED SYSTEMS GROUP INC.

Curve* 1
PI Sta* 90+67.71
N* 1458253.54
E* 2291921.37
DELTA* 44°41'44.9" (LT)
D* 03°59'33.85"
T* 589.94
L* 1119.43
R* 1435.00
E* 116.53
e* MACTCH EXIST.

END CURB & GUTTER
& TIE TO EXIST.
STA. 96+50.14, 54.35' LT.

BEGIN WALL
STA. 96+25.00, 84.50' LT.

DE10028
STA. 95+97.20
90.00' LT

DE10034
STA. 95+50.00
105.00' LT

DE10035
STA. 95+97.20
105.00' LT

DE10051
STA. 95+97.20
150.00' LT

END SIDEWALK
& TIE TO BRIDGE
STA. 96+97.59, 68.00' LT.

BEGIN PEDESTRIAN BRIDGE
STA. 96+97.59, 73.00' LT

EASMT FOR THE CONST OF SLOPES, TRACT 3

+31.9
108.6' LT

R 5.21'

+21.3
107.3' LT

+20.5
64.4' LT

R 4'

+24.7
60.3' LT

TYPE D
WC RAMP

+36.2
77.8' LT

R 74.9'

+59.0
60.3' LT

END SIDEWALK
STA. 92+60.51
64.83' LT.

R 4'

+61.5
67.5' LT

R 60'

TYPE D
WC RAMP

+8.2
70.1' LT

DRIVEWAY
EASMT

EXIST R/W

SIDEWALK

10' SIDEWALK

EXIST R/W

REQ'D R/W
TRACT 2

BEGIN FENCE
STA. 95+75.00, 80.46' LT.

+77.2
64.9' LT

DE10027
STA. 95+97.20
84.23' LT

P.T. 95+97.20

REMOVE EXIST.
GUARDRAIL
(NOT WARRANTED)

END TP "W" GUARDRAIL
BEGIN TP "T" GUARDRAIL
STA. 96+93.99, 15.50' LT.

+27.0
15.8' LT

END MILL
& INLAY LEFT
STA. 96+97.03

+56.9
15.5' LT

S70°29'06.8"E

DRAWING No. 60-0005

DRAWING No. 60-0007

92+00

93+00

94+00

95+00

96+00

97+00

+61.4
6.3' RT

Curve* 1

BEGIN TP "W" GUARDRAIL
9'-0" POSTS
TP 1 ANCHOR
STA. 94+81.66, 4.20' LT.

+1.2
11.3' LT

℄ STATE BRIDGE ROAD

R 3.86'

+51.8
14.6' RT

+56.9
13.5' RT

MATCH LINE STA. 92+00

MATCH LINE STA. 97+00

+66.7
57.1' RT

R 35'

34'

BEGIN TP "W" GUARDRAIL
9'-0" POSTS
TP 12 ANCHOR
STA. 95+11.27, 8.10' RT.

6' SIDEWALK

5' SIDEWALK

TYPE C
WC RAMP

+67.3
69.1' RT

+0.0
51.5' RT

+0.0
57.5' RT

EXIST R/W

BEGIN SIDEWALK
STA. 92+56.12, 61.75' RT.

+44.3
50.0' RT

+44.4
54.5' RT

+44.8
62.0' RT

END SHOULDER
& TIE TO EXIST.
STA. 96+69.38, 16.00' RT.

BEGIN TP "W" GUARDRAIL
TP 12 ANCHOR
STA. 95+25.00, 62.59' RT.

BEGIN 2' SHOULDER
& TIE TO EXIST.
STA. 93+50.57, 21.69' RT.

END CURB & GUTTER
STA. 96+69.13, 49.00' RT.

END TP "W" GUARDRAIL
BEGIN TP "T" GUARDRAIL
STA. 96+81.84, 13.50' RT.

END TP "W" GUARDRAIL
BEGIN TP "T" GUARDRAIL
STA. 96+81.76, 57.50' RT.

BEGIN CURB & GUTTER
STA. 92+34.21, 89.74' RT.

DO NOT
DISTURB
SIGN

ST. GEORGEN COMMON

N/F
AMMERSEE LAKE HOME
OWNERS ASSOCIATION

N/F
MISRA REAL ESTATE LLC

N/F
W.B. RODGERS

5
N/F
AMMERSEE LAKE
HOME OWNERS
ASSOCIATION

LL34

LL33

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

SCALE IN FEET
0 20 40 80

DATE	REVISIONS	DATE	REVISIONS
06/26/18	REVISED PARCEL 4 TEMP. EASM'T TRACT 3, REVISED		
	PARCEL 5 DRIVEWAY EASM'T		

CITY OF JOHNS CREEK
DEPARTMENT OF PUBLIC WORKS

RIGHT OF WAY MAP

PROJECT NO:
COUNTY: FULTON
LAND LOT NO: 33, 34
LAND DISTRICT: 57
GMD
DATE 5/21/18 SH 6 OF 9

DRAWING No.
60-0006

7/31/2015 GRWPLN

DE10052
STA. 97+05.00
150.00' LT

DE10036
STA. 97+05.00
110.00' LT

DE10037
STA. 97+17.68
110.00' LT

DE10029
STA. 97+20.54
90.00' LT

4
N/F
FEDERATED SYSTEMS GROUP INC.

EASMT FOR
THE CONST
OF SLOPES,
TRACT 3

REQ'D R/W
TRACT 2

CHATTAHOOCHEE RIVER

N/F
CMF 7 PORTFOLIO LLC

BENT 3
STA. 99+47.59

END PEDESTRIAN BRIDGE
STA. 100+17.59, 73.00' LT

TIE TO PROPOSED SIDEWALK
GWINNETT COUNTY
PROJECT F127201

152
EXIST R/W

EXIST R/W

END RIGHT OF
WAY ACQUISITION
STA. 97+22.80
N:1458014.5121
E:2292595.8077

END CONSTRUCTION
STA. 100+17.59

DRAWING No. 60-0006

97+00 98+00 99+00 100+00 101+00 102+00

S70°29'06.8"E

℄ STATE BRIDGE ROAD

Curve° 2

P.C. 100+69.57

MATCH LINE STA. 97+00

END PROJECT
TIE TO GWINNETT COUNTY
PROJECT F127201
STA. 100+70.00
N:1457898.4978
E:2292923.0493

LL35
LL34

END SIDEWALK
& TIE TO PROP. BY OTHERS
STA. 99+98.84, 50.50' RT.

EXIST R/W

N/F
W.B. RODGERS

N/F
NATIONAL PARK SERVICE

ESA 25' STREAM BUFFER

LL34
LL33

Curve° 2
PI Sta: 104+18.55
N: 1457782.10
E: 2293251.59
DELTA: 07°02'17.8" (RT)
D: 00°57'17.75"
T: 368.99
L: 737.05
R: 6000.00
E: 11.34
e: MATCH EXIST.

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

SCALE IN FEET
0 20 40 80

DATE	REVISIONS	DATE	REVISIONS
06/26/18	REVISED PARCEL 4 TEMP. EASM'T TRACT 3		

CITY OF JOHNS CREEK
DEPARTMENT OF PUBLIC WORKS

RIGHT OF WAY MAP

PROJECT NO:
COUNTY: FULTON
LAND LOT NO: 33, 34, 35
LAND DISTRICT: 57
GMD
DATE 5/21/18 SH 7 OF 9

DRAWING No.
60-0007

7/31/2015 GRWPLN

1

PARKWAY BAPTIST CHURCH OF DULUTH INC.
Parcel 1 TESMT REQ'D TEMP. EASM'T. DE1000

PNT	OFFSET/		STATION/	ALIGNMENT
DE10000	73.28	R	81+48.49	STATE BRIDGE RD
192	78.48	R	85+92.48	STATE BRIDGE RD

ARC LENGTH = 19.48
CHORD BEAR = S 26°15'30.0" E
LNTH CHORD = 19.48
RADIUS = 1081.67
DEGREE = 5°17'49.1"

DE10001	80.00	R	86+10.88	STATE BRIDGE RD
DE10002	84.00	R	84+77.77	STATE BRIDGE RD
DE10003	84.00	R	83+00.00	STATE BRIDGE RD
DE10000	73.28	R	81+48.49	STATE BRIDGE RD

REQD EASMT AREA = 3395.67 SF

PARKWAY BAPTIST CHURCH OF DULUTH INC.
Parcel 1 DWESMT REQ'D DRWY. EASM'T. DE1001

PNT	OFFSET/		STATION/	ALIGNMENT
DE10004	87.92	R	87+42.00	STATE BRIDGE RD

ARC LENGTH = 41.43
CHORD BEAR = S 35°14'15.5" E
LNTH CHORD = 41.43
RADIUS = 1081.67
DEGREE = 5°17'49.1"

DE10005	89.28	R	87+81.00	STATE BRIDGE RD
DE10006	100.00	R	87+81.00	STATE BRIDGE RD
DE10007	100.00	R	87+42.00	STATE BRIDGE RD
DE10004	87.92	R	87+42.00	STATE BRIDGE RD

2

DEVELOPMENT AUTHORITY OF FULTON COUNTY
Parcel 2 REQD REQ'D R/W DE2000

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
122	71.03	L	79+36.74	STATE BRIDGE RD
	5.47		N 64°48'03.8" E	
DE10008	76.50	L	79+36.80	STATE BRIDGE RD
	206.19		S 25°47'21.9" E	
DE10009	76.50	L	81+42.99	STATE BRIDGE RD
	5.29		S 64°13'04.8" W	
121	71.21	L	81+42.99	STATE BRIDGE RD
	206.25		N 25°50'21.2" W	
122	71.03	L	79+36.74	STATE BRIDGE RD

REQD R/W = 1109.53 SF
REQD R/W = 0.025 ACRES
REMAINDER = +/- 4.714 ACRES

DEVELOPMENT AUTHORITY OF FULTON COUNTY
Parcel 2 TESMT REQ'D TEMP. EASM'T. DE2001

PNT	OFFSET/		STATION/	ALIGNMENT
DE10008	76.50	L	79+36.80	STATE BRIDGE RD
DE10010	91.00	L	80+50.00	STATE BRIDGE RD
DE10011	91.00	L	80+70.00	STATE BRIDGE RD
DE10012	95.00	L	81+42.99	STATE BRIDGE RD
DE10009	76.50	L	81+42.99	STATE BRIDGE RD
DE10008	76.50	L	79+36.80	STATE BRIDGE RD

REQD EASMT AREA = 2315.11 SF

3

FEDERATED SYSTEMS GROUP INC.
Parcel 3 REQD REQ'D R/W DE3000

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
121	71.21	L	81+42.99	STATE BRIDGE RD
	5.29		N 64°13'04.8" E	
DE10009	76.50	L	81+42.99	STATE BRIDGE RD
	334.78		S 25°47'21.9" E	
DE10013	76.50	L	84+77.77	STATE BRIDGE RD

ARC LENGTH = 1.43
CHORD BEAR = S 25°49'10.7" E
LNTH CHORD = 1.43
RADIUS = 1358.50
DEGREE = 4°13'03.3"

DE10014	76.50	L	84+79.28	STATE BRIDGE RD
	5.01		S 63°44'24.8" W	
138	71.49	L	84+79.32	STATE BRIDGE RD
	336.25		N 25°50'15.1" W	
121	71.21	L	81+42.99	STATE BRIDGE RD

REQD R/W = 1731.43 SF
REQD R/W = 0.040 ACRES
REMAINDER = +/- 3.688 ACRES

Parcel 3 TESMT REQ'D TEMP. EASM'T. DE3001

PNT	OFFSET/		STATION/	ALIGNMENT
DE10009	76.50	L	81+42.99	STATE BRIDGE RD
DE10012	95.00	L	81+42.99	STATE BRIDGE RD
DE10015	95.00	L	84+00.00	STATE BRIDGE RD
DE10016	86.50	L	84+77.77	STATE BRIDGE RD

ARC LENGTH = 1.35
CHORD BEAR = S 25°49'05.2" E
LNTH CHORD = 1.35
RADIUS = 1348.50
DEGREE = 4°14'55.9"

DE10017	86.50	L	84+79.21	STATE BRIDGE RD
DE10014	76.50	L	84+79.28	STATE BRIDGE RD

ARC LENGTH = 1.43
CHORD BEAR = N 25°49'10.7" W
LNTH CHORD = 1.43
RADIUS = 1358.50
DEGREE = 4°13'03.3"

DE10013	76.50	L	84+77.77	STATE BRIDGE RD
DE10009	76.50	L	81+42.99	STATE BRIDGE RD

REQD EASMT AREA = 5876.78 SF

4

FEDERATED SYSTEMS GROUP INC.
Parcel 4 Tract 1 REQD REQ'D R/W DE4000

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
138	71.49	L	84+79.32	STATE BRIDGE RD
	5.01		N 63°44'24.8" E	
DE10014	76.50	L	84+79.28	STATE BRIDGE RD

ARC LENGTH = 377.41
CHORD BEAR = S 33°48'31.3" E
LNTH CHORD = 376.20
RADIUS = 1358.50
DEGREE = 4°13'03.3"

DE10018	76.50	L	88+77.95	STATE BRIDGE RD
	5.81		S 48°28'42.8" W	
158	70.69	L	88+77.93	STATE BRIDGE RD

ARC LENGTH = 378.86
CHORD BEAR = N 33°41'19.2" W
LNTH CHORD = 377.64
RADIUS = 1361.95
DEGREE = 4°12'24.8"

138	71.49	L	84+79.32	STATE BRIDGE RD

REQD R/W (TRACT 1) = 2050.27 SF
REQD R/W (TRACT 1) = 0.047 ACRES

FEDERATED SYSTEMS GROUP INC.
Parcel 4 Tract 2 REQD REQ'D R/W DE4001

PNT	OFFSET/ DIST		STATION/ BEARING	ALIGNMENT
155	70.61	L	89+23.14	STATE BRIDGE RD
	5.89		N 46°01'30.8" E	
DE10020	76.50	L	89+23.10	STATE BRIDGE RD

ARC LENGTH = 167.47
CHORD BEAR = S 47°06'06.2" E
LNTH CHORD = 167.37
RADIUS = 1358.50
DEGREE = 4°13'03.3"

DE10021	76.50	L	91+00.00	STATE BRIDGE RD
	10.00		N 39°21'59.9" E	
DE10022	86.50	L	91+00.00	STATE BRIDGE RD

ARC LENGTH = 140.96
CHORD BEAR = S 53°37'40.5" E
LNTH CHORD = 140.89
RADIUS = 1348.50
DEGREE = 4°14'55.9"

DE10023	86.50	L	92+50.00	STATE BRIDGE RD
	10.50		N 33°22'39.1" E	
DE10024	97.00	L	92+50.00	STATE BRIDGE RD

ARC LENGTH = 46.62
CHORD BEAR = S 57°37'14.4" E
LNTH CHORD = 46.62
RADIUS = 1338.00
DEGREE = 4°16'55.9"

DE10025	97.00	L	93+00.00	STATE BRIDGE RD
	6.82		S 31°22'52.2" W	
DE10026	90.18	L	93+00.00	STATE BRIDGE RD

ARC LENGTH = 279.07
CHORD BEAR = S 63°20'08.4" E
LNTH CHORD = 278.70
RADIUS = 1576.06
DEGREE = 3°38'07.4"

DE10027	84.23	L	95+97.20	STATE BRIDGE RD
	5.77		N 19°30'53.2" E	
DE10028	90.00	L	95+97.20	STATE BRIDGE RD
	123.34		S 70°29'06.8" E	
DE10029	90.00	L	97+20.54	STATE BRIDGE RD
	16.00		S 11°22'58.8" W	
152	74.16	L	97+22.80	STATE BRIDGE RD
	167.68		N 71°45'45.2" W	
153	69.78	L	95+53.01	STATE BRIDGE RD

ARC LENGTH = 599.08
CHORD BEAR = N 56°04'04.2" W
LNTH CHORD = 594.26
RADIUS = 1361.95
DEGREE = 4°12'24.8"

155	70.61	L	89+23.14	STATE BRIDGE RD

REQD R/W (TRACT 2) = 11760.06 SF
REQD R/W (TRACT 2) = 0.270 ACRES
TOTAL REQD R/W (TRACT 1 & 2) = 0.317
REMAINDER = +/- 31.064 ACRES

Michael Baker
INTERNATIONAL
420 TECHNOLOGY PARKWAY, STE. 150
NORCROSS, GEORGIA 30092
(770) 263-9118

PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

DATE	REVISIONS	DATE	REVISIONS
06/26/18	REVISED PARCEL 1 & 2 TEMP. EASM'TS		

CITY OF JOHNS CREEK
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP
PROJECT NO:
COUNTY: FULTON
LAND LOT NO: 34, 336
LAND DISTRICT: 57
GMD:
DATE 5/21/18 SH 8 OF 9
DRAWING No. 60-0008

4

****
FEDERATED SYSTEMS GROUP INC.
Parcel 4 Tract 1 TESMT REQ'D TEMP. EASM'T. DE4002
****

PNT	OFFSET/		STATION/	ALIGNMENT
DE10014	76.50	L	84+79.28	STATE BRIDGE RD
DE10017	86.50	L	84+79.21	STATE BRIDGE RD

ARC LENGTH = 374.75
CHORD BEAR = S 33°48'29.1" E
LNTH CHORD = 373.55
RADIUS = 1348.50
DEGREE = 4°14'55.9"

DE10019	86.50	L	88+78.00	STATE BRIDGE RD
DE10018	76.50	L	88+77.95	STATE BRIDGE RD

ARC LENGTH = 377.41
CHORD BEAR = N 33°48'31.3" W
LNTH CHORD = 376.20
RADIUS = 1358.50
DEGREE = 4°13'03.3"

DE10014	76.50	L	84+79.28	STATE BRIDGE RD

REQD EASMT AREA = 3760.82 SF

****
FEDERATED SYSTEMS GROUP INC.
Parcel 4 Tract 2 TESMT REQ'D TEMP. EASM'T. DE4003
****

PNT	OFFSET/		STATION/	ALIGNMENT
DE10020	76.50	L	89+23.10	STATE BRIDGE RD
DE10030	86.50	L	89+23.02	STATE BRIDGE RD

ARC LENGTH = 166.31
CHORD BEAR = S 47°06'00.8" E
LNTH CHORD = 166.21
RADIUS = 1348.50
DEGREE = 4°14'55.9"

DE10022	86.50	L	91+00.00	STATE BRIDGE RD
DE10021	76.50	L	91+00.00	STATE BRIDGE RD

ARC LENGTH = 167.47
CHORD BEAR = N 47°06'06.2" W
LNTH CHORD = 167.37
RADIUS = 1358.50
DEGREE = 4°13'03.3"

DE10020	76.50	L	89+23.10	STATE BRIDGE RD

REQD EASMT AREA = 1668.92 SF

****
FEDERATED SYSTEMS GROUP INC.
Parcel 4 Tract 3 TESMT REQ'D TEMP. EASM'T. DE4004
****

PNT	OFFSET/		STATION/	ALIGNMENT
DE10026	90.18	L	93+00.00	STATE BRIDGE RD
DE10025	97.00	L	93+00.00	STATE BRIDGE RD

ARC LENGTH = 93.24
CHORD BEAR = S 60°36'54.8" E
LNTH CHORD = 93.22
RADIUS = 1338.00
DEGREE = 4°16'55.9"

DE10033	97.00	L	94+00.00	STATE BRIDGE RD
DE10034	105.00	L	95+50.00	STATE BRIDGE RD

ARC LENGTH = 43.75
CHORD BEAR = S 69°32'34.6" E
LNTH CHORD = 43.74
RADIUS = 1330.00
DEGREE = 4°18'28.6"

DE10035	105.00	L	95+97.20	STATE BRIDGE RD
DE10051	150.00	L	95+97.20	STATE BRIDGE RD
DE10052	150.00	L	97+05.00	STATE BRIDGE RD
DE10036	110.00	L	97+05.00	STATE BRIDGE RD
DE10037	110.00	L	97+17.68	STATE BRIDGE RD
DE10029	90.00	L	97+20.54	STATE BRIDGE RD
DE10028	90.00	L	95+97.20	STATE BRIDGE RD
DE10027	84.23	L	95+97.20	STATE BRIDGE RD

ARC LENGTH = 279.07
CHORD BEAR = N 63°20'08.4" W
LNTH CHORD = 278.70
RADIUS = 1576.06
DEGREE = 3°38'07.4"

DE10026	90.18	L	93+00.00	STATE BRIDGE RD

REQD EASMT AREA = 10359.24 SF
TOTAL REQ'D TEMP. EASMT AREA = 15788.98 SF

****
FEDERATED SYSTEMS GROUP INC.
Parcel 4 DWESMT REQ'D DRWY. EASM'T. DE4005
****

PNT	OFFSET/		STATION/	ALIGNMENT
DE10022	86.50	L	91+00.00	STATE BRIDGE RD
DE10031	130.00	L	91+50.00	STATE BRIDGE RD
DE10032	130.00	L	92+50.00	STATE BRIDGE RD
DE10025	97.00	L	93+00.00	STATE BRIDGE RD

ARC LENGTH = 46.62
CHORD BEAR = N 57°37'14.4" W
LNTH CHORD = 46.62
RADIUS = 1338.00
DEGREE = 4°16'55.9"

DE10024	97.00	L	92+50.00	STATE BRIDGE RD
DE10023	86.50	L	92+50.00	STATE BRIDGE RD

ARC LENGTH = 140.96
CHORD BEAR = N 53°37'40.5" W
LNTH CHORD = 140.89
RADIUS = 1348.50
DEGREE = 4°14'55.9"

DE10022	86.50	L	91+00.00	STATE BRIDGE RD

5

****
AMMERSEE LAKE HOME OWNERS ASSOCIATION
Parcel 5 DWESMT REQ'D DRWY. EASM'T. DE5000
****

PNT	OFFSET/		STATION/	ALIGNMENT
DE10038	95.18	R	91+50.00	STATE BRIDGE RD
216	95.17	R	91+51.38	STATE BRIDGE RD

ARC LENGTH = 51.84
CHORD BEAR = S 54°15'14.5" E
LNTH CHORD = 51.84
RADIUS = 1704.35
DEGREE = 3°21'42.3"

DE10039	94.62	R	92+00.00	STATE BRIDGE RD
DE10040	115.00	R	92+00.00	STATE BRIDGE RD
DE10041	115.00	R	91+50.00	STATE BRIDGE RD
DE10038	95.18	R	91+50.00	STATE BRIDGE RD

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PROPERTY AND EXISTING R/W LINE
REQUIRED R/W LINE
CONSTRUCTION LIMITS
EASEMENT FOR CONSTR & MAINTENANCE OF SLOPES
EASEMENT FOR CONSTR OF SLOPES
EASEMENT FOR CONSTR OF DRIVES

BEGIN LIMIT OF ACCESS.....BLA
END LIMIT OF ACCESS.....ELA
LIMIT OF ACCESS
REQ'D R/W & LIMIT OF ACCESS

DATE	REVISIONS	DATE	REVISIONS
06/26/18	REVISED PARCEL 4 TEMP. EASM'T TRACT 3, REVISED		
	PARCEL 5 DRIVEWAY EASM'T		

CITY OF JOHNS CREEK
DEPARTMENT OF PUBLIC WORKS
RIGHT OF WAY MAP
PROJECT NO:
COUNTY: FULTON
LAND LOT NO: 34
LAND DISTRICT: 57
GMD:
DATE 5/21/18 SH 9 OF 9
DRAWING No. 60-0009

AGENDA REPORT

To: Honorable Mayor and City Council Members

From: Lynette Baker, Public Works Director

Date: July 23, 2018 – Work Session

Item: State Bridge Road (Medlock Bridge Road to the Chattahoochee River) (TSPLOST) – Authorization for Right of Way Phase

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Item Summary:
After receptive meetings with adjacent neighborhood and business and incorporating community feedback from TSPLOST monthly meetings, staff requests authorization to advance the State Bridge (from Medlock Bridge to the Chattahoochee River) widening project into the right of way phase and $300K for right of way acquisition.

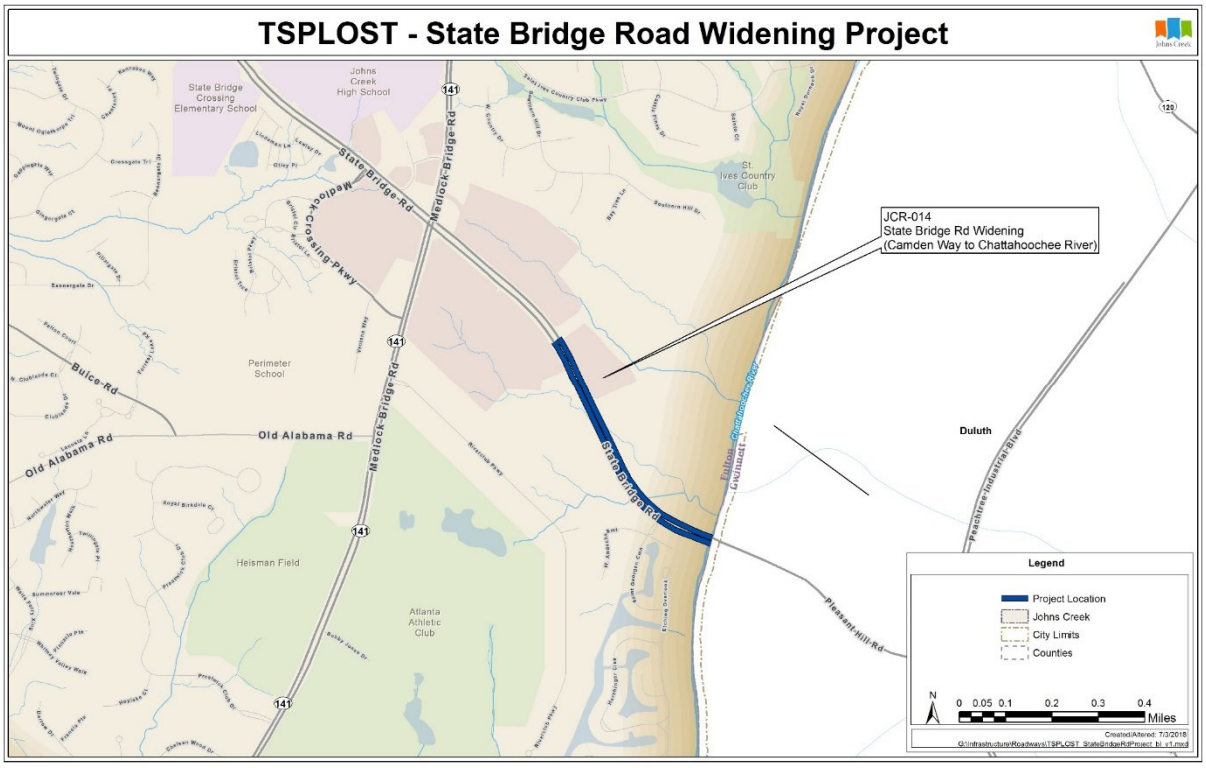
Why are we Recommending?
Based on the design for the State Bridge Road widening, five acquisitions will be necessary. In each case, only a portion or strip of land will be needed not the entire property.

Background:
State Bridge Road is the major east/west connection and carries a high volume of traffic through the City. This Tier-1 TSPLOST project will widen State Bridge Road from four lanes to six lanes (from the Whole Foods entrance to Peachtree Industrial Boulevard in Gwinnett) with a pedestrian bridge over the Chattahoochee. Council authorized the engineering / design phase of this project in September 2017.

Additionally, Council has accepted a $1.5M reimbursable grant from the State Road and Tollway Authority's Georgia Transportation Infrastructure Bank and signed an Intergovernmental Agreement with Gwinnett County for their concurrent project to widen Pleasant Hill Road (which State Bridge becomes after crossing the Chattahoochee River). Gwinnett's project widens Pleasant Hill Road from the Chattahoochee River to McClure Bridge Road completes the six-lane connection to Interstate 85.

As part of the authorization of the engineering / design phase for this project, Council requested that staff work with the adjacent neighborhood, business, and greater community to gather feedback and refine the concept. Staff has conducted two specific public engagement meetings. The first was held at Ammersee Lakes on March 21 and the other at Macy's Technology on April 18, 2018. Both the Ammersee Lakes neighborhood and Macy's Technology are supportive of the proposed project. In addition, information was provided and comments were received at a concept level at all of our ten TSPLOST monthly meetings from May 2017 through May 2018. The comments focused on adding right turn lanes at St. Georgen Common, providing pedestrian access to cross the bridge safely, and ensuring coordination with Gwinnett County on the Pleasant Hill Road project. These comments have all been taken into account in the design and coordination of this project. Further details from these meetings are included in the attached Public Engagement Report.

Location Map:



Financial Impact: Total right of way acquisition costs of $300,000 are anticipated for this project. The overall project budget of $4M includes $300K for engineering / design, $300K for right of way, and $3.4M for construction. As an identified TSPLOST project, staff recommends funding with TSPLOST funds.

Alternative Approaches: If the project is deemed infeasible, Council could choose not to proceed.

Attachments:
Updated Concept Drawing
Public Engagement Report
Preliminary Right of Way Plans
Summary of State Bridge Road Widening

State Bridge Road Widening

Problem

Traffic congestion from Medlock Bridge to Peachtree Industrial Blvd

- State Bridge Road was designed to handle 35,820 cars per day
- State Bridge Road currently handles 49,625 cars per day (39% over capacity)
- Drivers on State Bridge experience traffic throughout the day (rush hours and non-peak)

Solution

Widen State Bridge from 4-lanes to 6-lanes

- 6-lanes on State Bridge will handle 53,910 cars per day
- Project cost: $4M (2016 estimate)
- Received a $1.5M grant from the State Road Tollway Authority to use towards project

Where? Medlock Bridge to Peachtree Industrial Blvd

Why? faster travel, less traffic congestion

Who? Johns Creek, Gwinnett County, and GDOT

When? construction in late 2018

Results

Modeled widening reduces delay by 23% or 58 second reduction per car

- Overall the project reduces 368 hours of delay each day (considering daily volume)
- Before and After Travel Time Study could compare to anticipated results (est. $50K)
- Breakdown Analysis of the corridor could look at each intersection (est. $50K)

Impacts

Other factors/projects anticipated to impact results:

- State Bridge provides vital east-west connectivity between Interstate 85 to GA 400
- Johns Creek plans to study and improve Medlock Bridge at State Bridge intersection
- Gwinnett plans to widen Pleasant Hill Road (to the east)
- Alpharetta plans to widen Old Milton Parkway (to the west)