



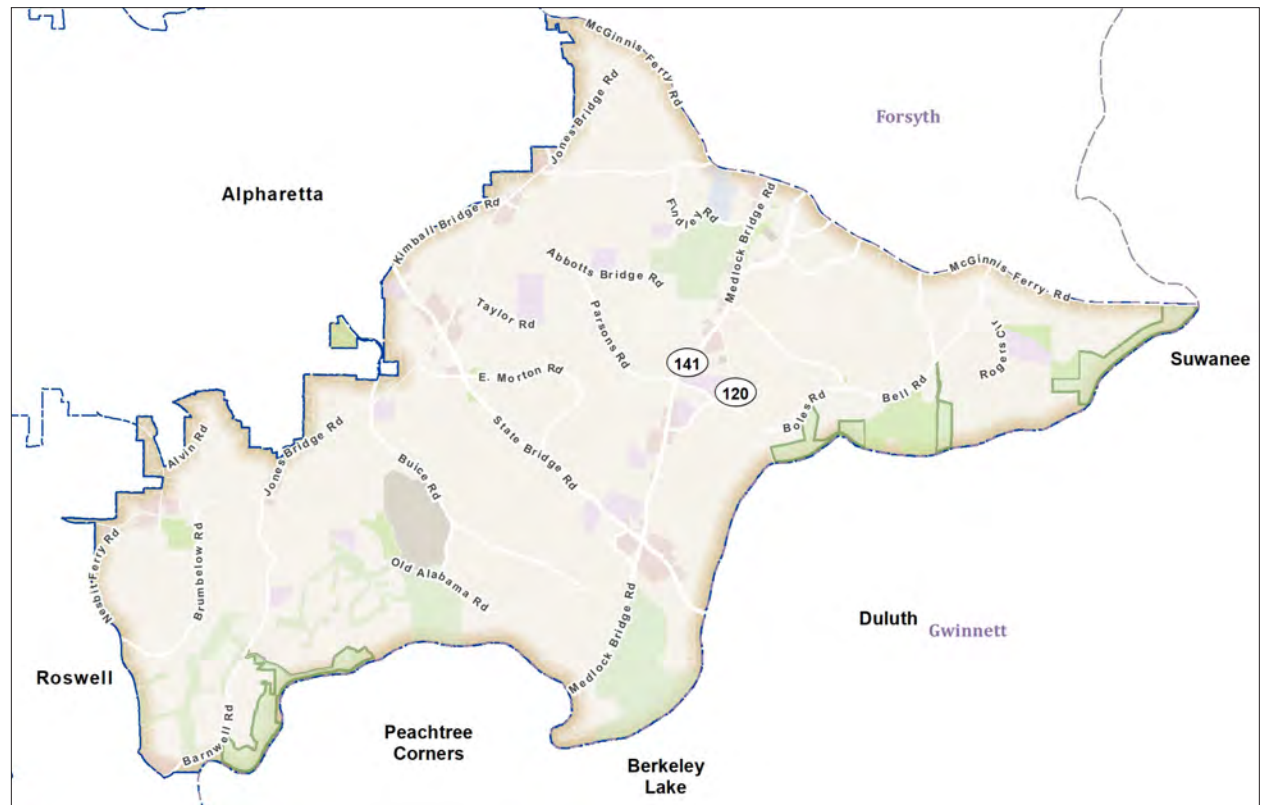
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CITY PROFILE

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 serves 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

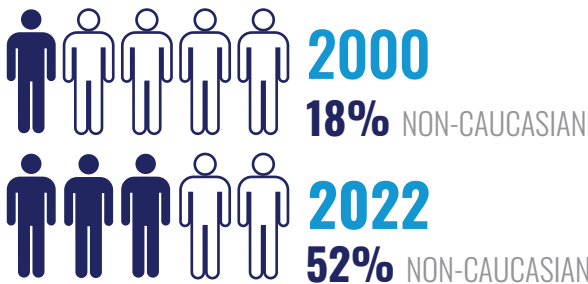
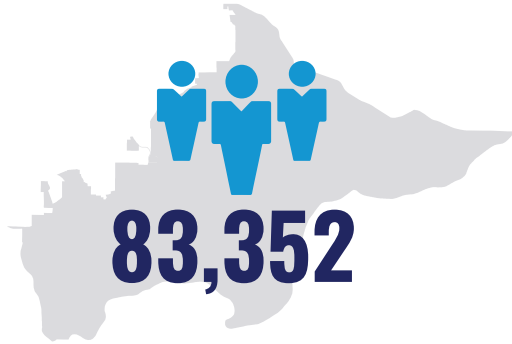


Map 2: Regional Map



Chattahoochee River

DEMOGRAPHIC PROFILE



Population

The 2022 population for Johns Creek is 83,352 people in 28,177 households. The City's population accounts for approximately 21% of northern Fulton County and 1.6% of the Atlanta Region.

Johns Creek's population saw an annual growth of 0.69% from 2010 to 2022; however, the rate of growth has slowed down since 2017. Data from the Environmental Systems Research Institute (ESRI) predict slower growth going forward, mostly due to the fact that there are few remaining vacant parcels available for development. However, the adopted Town Center Code, and the City's investment in infrastructure and parks within the Town Center, are likely to promote more robust growth in the next 10 years."

Age

The median age of Johns Creek residents is 40.1 years, compared to 38.8 years in northern Fulton County and 36.5 years in the Atlanta Region overall. Baby Boomers and Millennials collectively make up 33.4% of the City's population.

The percentage of Baby Boomers in the City (14.7%) is slightly higher than its neighbors in North Fulton (14.6%) and the overall Atlanta Region (13.8%). Their population in the City is expected to decrease by 14% in the next five years.

The percentage of Millennials in the City (19.6%) is lower than its neighbors in North Fulton (26.1%) and the overall Atlanta Region (28.8%). The Millennial population in the City is expected to grow 31% in the next five years.

Race and Ethnicity

While the City is predominantly Caucasian (48.5%), it has more than doubled its non-Caucasian population in the last two decades. 30.7% of the population is Asian, 10.1% is African American, and the remaining 10% 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 (30.7%) is almost twice that of North Fulton (15.5%), and four times greater than that of the Atlanta Region (7.8%). 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 43% from 2010 to 2022. Over the next five years, the Asian population is expected to grow by 6%. This expected trend is lower than neighboring jurisdictions: Milton (12%), Sandy Springs (11%), Alpharetta (11%), and Roswell (16%).

The City of Johns Creek experienced a decrease (-17%) in Caucasian population from 2010 to 2022. Over the next five years, the Caucasian population is expected to decrease by another 3.8%, similar to the projected decrease (2.2%) in northern Fulton County.

Household Characteristics

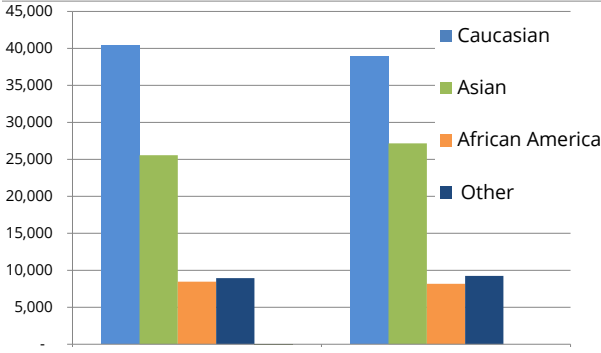
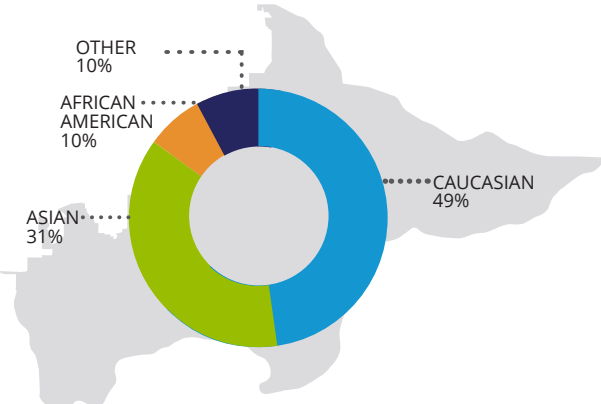
There are 28,177 households in the City of Johns Creek. The average household size is 2.95 in the City, higher than 2.54 in northern Fulton County and 2.64 in the Atlanta Region.

Education

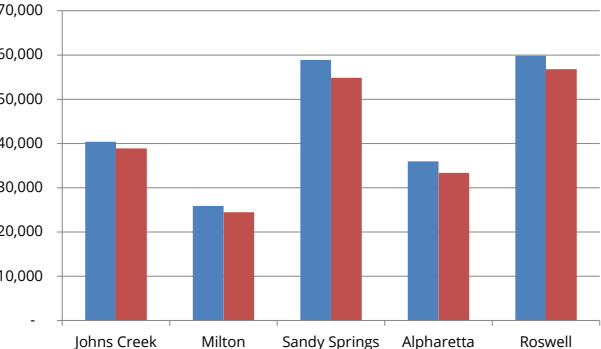
97.2% of residents over age 25 have at least a high school diploma or equivalent, 71.3% hold a bachelor’s degree, and 28.5% have a graduate or professional degree.

Income

The median household income of Johns Creek is estimated to be \$156,427 in 2022, which is nearly double the median household income of the Atlanta Region (\$81,521). The median household income in Johns Creek represents an annualized growth rate of 1.74% 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.

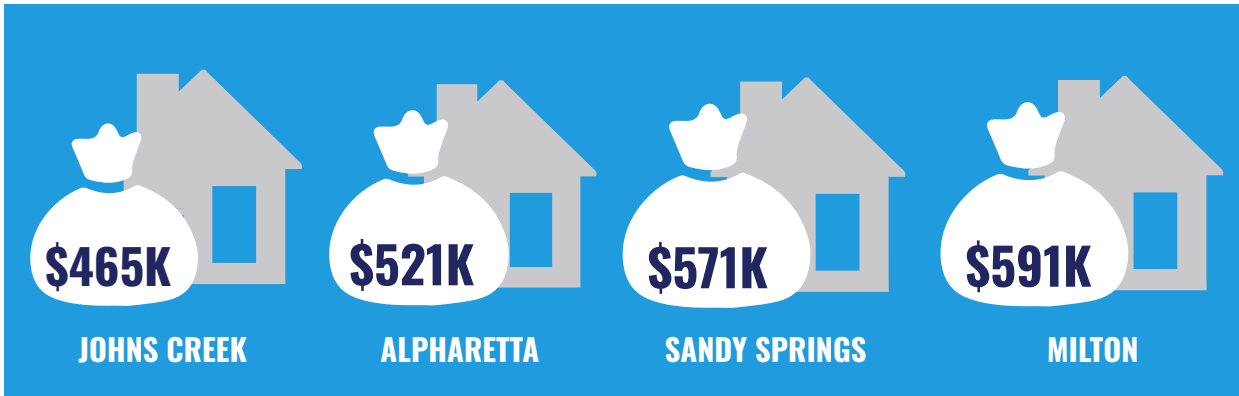


Race Makeup in 2022 and 2027



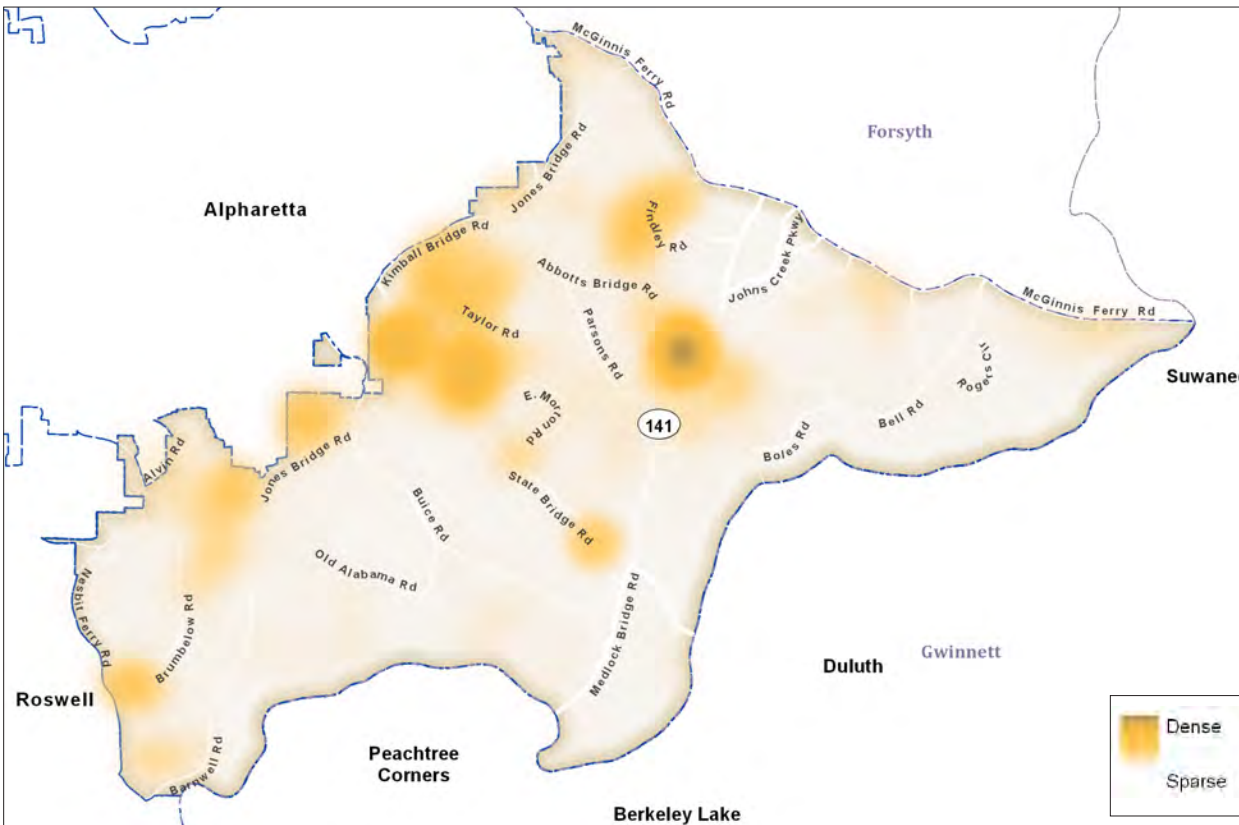
Caucasian Population in 2022 and 2027

HOUSING PROFILE



Johns Creek's housing market is characterized predominantly by single-family detached homes. 77% of homes are owner-occupied, compared to 62% in northern Fulton County and 59% in the Atlanta Region. 19.1% 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 (3.9%), indicating a healthy residential real estate market. Homes in Johns Creek are valued much higher than the median home in the Atlanta Region: \$465,177 versus \$302,600. However, the median home value in the City is significantly lower than some of the nearby jurisdictions, especially Alpharetta (\$521,315), Sandy Springs (\$571,344) and Milton (\$590,517).



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

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 attracted to southern Forsyth County and the cities of Alpharetta and Milton for newer housing stock.

Out of approximately 29,000 housing units in the City, the total number of retirement community is 902 units, the total number of assisted living/memory care is 1,165 units, and the total number of active adult (age 55+) is 1,691 units.

Approximately 14.7% of the City's population is currently part of the Baby Boomer generation, which is anticipated to decline by approximately 14% 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 2,800 more housing units (Active Adult and Senior) will need to be developed over the next decade.



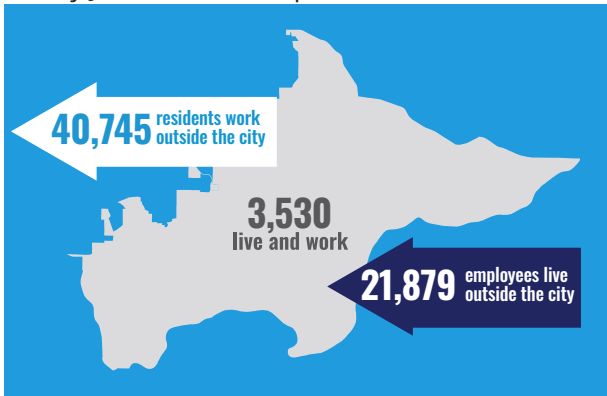
ECONOMIC PROFILE



Alcon Laboratories



Emory Johns Creek Hospital



Employment

Johns Creek boasts an estimated 28,166 jobs. The largest sectors represented are professional, scientific and technical services (15.4%), retail trade (15.2%), finance and insurance (12.8%), accommodation and food services (9.7%) and healthcare and social assistance (9.3%). The top 5 employers in the City are: Alcon Laboratories (1,700 jobs); Emory Johns Creek Hospital (1,100 jobs); Macy’s Systems and Technology (800 jobs); Atlanta Athletic Club (400 jobs) and Nordson Corporation (350 jobs). Johns Creek is an emerging employment hub within the region, currently with approximately 10% of the share of total jobs in northern Fulton County. Alcon Laboratories and Emory Johns Creek Hospital are working on their 20-year master plans to facilitate long-term growth.

Most of those jobs are located in Technology Park, along SR 141/Medlock Bridge Road, and are clustered near commercial centers at major intersections. The closure of the State Farm Johns Creek campus removed 1,200 jobs from the City inventory, and this was due to State Farm’s regional consolidation at the new Dunwoody campus. In 2022, the eastern portion of the former State Farm campus was announced as the new location for Boston Scientific’s research and development hub and the western portion of the site was rezoned for a mixed-use development known as the Medley.

Johns Creek has 44,280 working residents, and they work primarily in executive and management roles (14.1%), office and administrative support (13.2%), sales (11.2%), and business, and finance and operations (8.5%). The unemployment rate is 2.3%, which came down from 4.4% during the Covid pandemic.

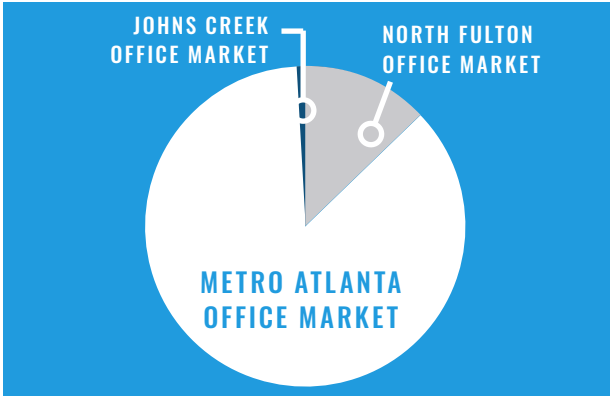
Commuting Pattern

Most working residents (92%) leave Johns Creek to go to work, and only 3,530 people both live and work in the City. It is estimated that 21,879 people commute to Johns Creek for work, while 40,750 people leave the City. 38% of workers in Johns Creek live less than 10 miles away, and an additional 41% of workers live less than 25 miles away. Most Johns Creek residents work in close proximity to GA 400, and primarily within Atlanta, Alpharetta, Sandy Springs, and Roswell. Comparatively, commuters to the City come mostly from the same four cities. Other commuters representing smaller percentages come from Duluth, Peachtree Corners, Milton, and Dunwoody.

Commercial Real Estate

Office Market

Johns Creek's office inventory declined from 3.2 million square feet to approximately 2.8 million with the demolition of the State Farm building (342,088 square feet). Johns Creek represents about 3% of the North Fulton office market, which in turn represents approximately 13% of the total Atlanta market. There are three primary areas of office space concentration in Johns Creek: Tech Park, along Medlock Bridge Road and at the intersection of State Bridge Road and Jones Bridge Road.



There has not been much new office construction in the past 10 years due to a variety of reasons:

- Focus on “urban” (Midtown) and “urban suburban” (Alpharetta City Center) areas with stronger transportation connections and more vibrant land use
- Limited walkability and amenity-rich environments that office tenants desire
- Lack of land available for new development
- Limited highway and public transit accessibility
- Increase working remotely or from home



Office Vacancy and Rent per Square Foot

Due to the short supply of new office space and a growing demand, office vacancy rate in Johns Creek is at a 10-year low at 10.4% with market rent at a 10-year high (inflation adjusted) at \$25.33 per square foot. Additionally, the office space has an average sale price of \$184 per square foot. Class A office space consists of half of the total inventory, and is spread out across 14 buildings, most of which are in Tech Park. Compared to the overall office market, Class A office inventory has a lower vacancy rate at 4.5% with many long-term tenants.



Office Complex in Johns Creek

Nearly half of the office property in Johns Creek is under 10,000 square feet in size, and there are only 18 properties over 50,000 square feet in size, most within or adjacent to Tech Park. This provides opportunities for medium and smaller-scale tenants who are seeking suburban-style space that is more affordable than urban areas.

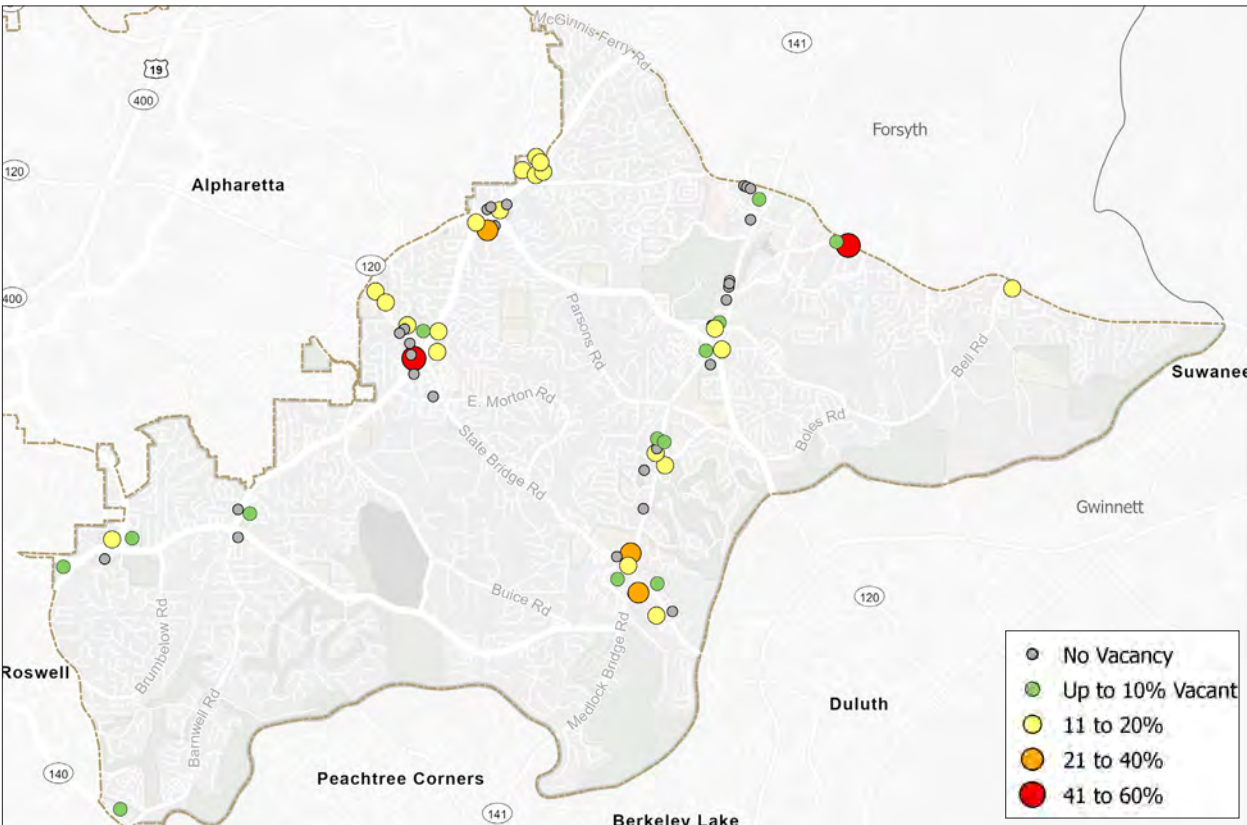
ECONOMIC PROFILE



Retail Market

Johns Creek falls within the North Fulton/ West Gwinnett 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. Johns Creek has a retail inventory of approximately 4,291,000 square feet which makes up only 8% of the total retail inventory within a 10-mile radius. Neighboring communities such as Alpharetta and Duluth have significantly more retail supply with a higher growth rate. This is driven by super-regional malls, stronger transportation connections, and the growth of “downtown-in-the-suburbs” lifestyle centers.

While Johns Creek has a smaller share of retail inventory compared to neighboring jurisdictions, it has a retail per capita of 50 sq. ft. per resident, which is above the U.S. average, and Johns Creek boasts higher-than-average market rents at \$24.83 per square foot. Johns Creek’s retail market has been surprisingly resilient through the Covid pandemic. The current vacancy rate is only 3.5% with rent at \$24.83 per square foot. Several factors contributed to having retail stability:



Map 4: Retail Center Vacancy Rates

- A population with higher-than-average income and spending power
- No struggling enclosed malls
- A retail inventory that has not been overbuilt in the past decade
- Retail focus on everyday needs such as grocery, pharmacy, home improvements, restaurants, etc.

Almost all retail projects in Johns Creek were developed prior to the incorporation of the City, with many built in the 1980s to 2000s. Most of the Johns Creek retail inventory is categorized as suburban car-centric retail, such as strip centers and neighborhood retail. Shopping centers with the highest vacancy rates are located in the western half of the City, along Jones Bridge Road.

Due to changing retail preferences, many residents are shopping at newer and more exciting projects such as Avalon and Halcyon, that offer a “destination” experience by providing a pedestrian-friendly environment with a mixture of chain and independent shops and restaurants. The lack of new retail formats in Johns Creek is evident, as indicated by recently completed market analysis and resident feedback.

The proposed Medley development in Tech Park would be the City’s first mixed-use lifestyle center, with 200,000 square feet of retail, restaurants and entertainment, 900 residential units, which includes a mix of townhomes and luxury multifamily, and 110,000 square feet of office space. Unlike existing shopping centers, this development will feature vibrant, walkable streets, “jewel box” retailers with activated rooftops, boutiques, restaurants with outdoor patios, and community greenspace with events. This project is expected to break ground in the Fall of 2023.

Industrial Market

Johns Creek currently has 444,383 square feet of industrial space across three buildings at 0% vacancy rate. The proposed Boston Scientific facility along Lakefield Drive will bring another 206,686 sq. ft. industrial space to the City by the end of 2025. The average rent is \$11.24 per square foot, much higher than the Atlanta market at \$8.14 per square foot.



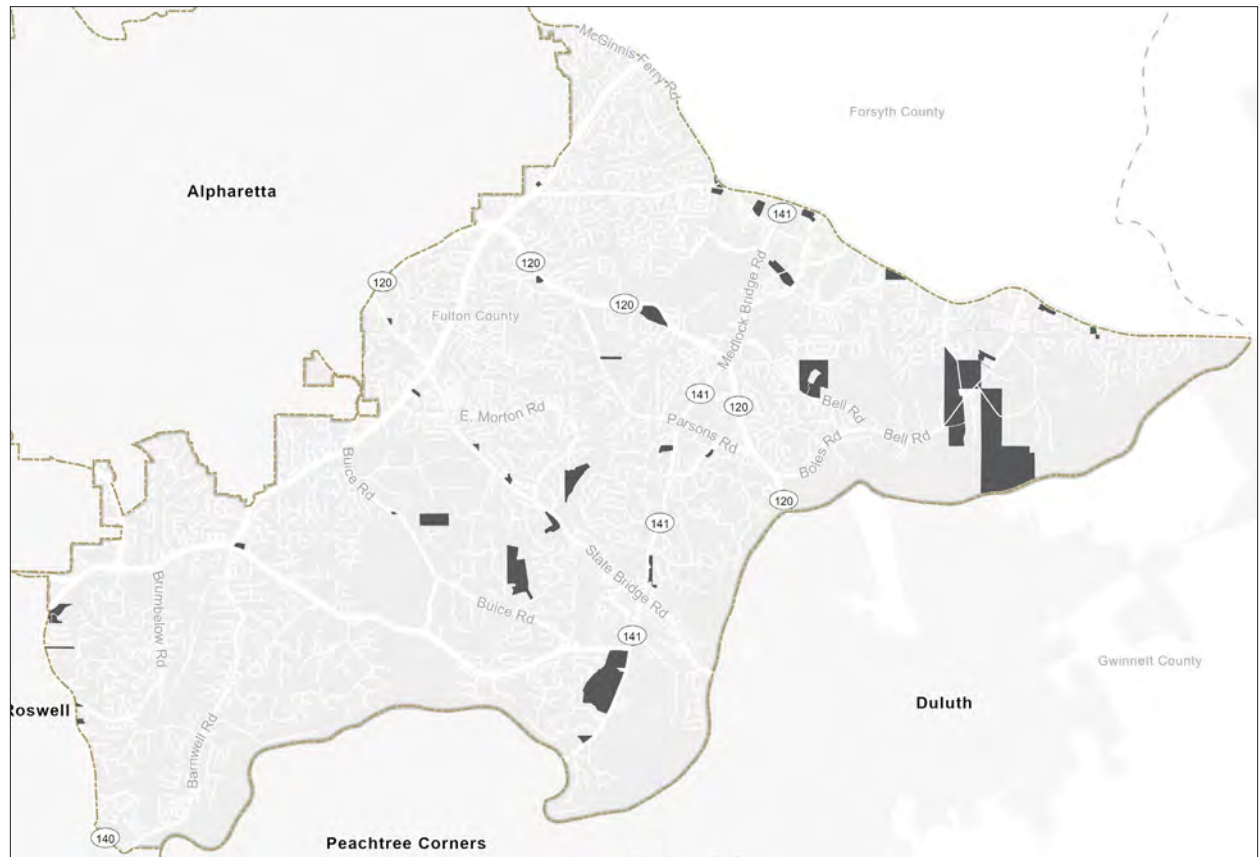
ECONOMIC PROFILE

Economic Development Issues

As illustrated in Map 5, the City is largely built-out and there are few vacant parcels available for commercial development. As the City seeks to support the growth of existing companies and attract new commercial developments, the redevelopment of underdeveloped or blighted sites will offer a great opportunity.

Tech 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, the existing Class A offices will become Class B, and the Class B will become Class C over time. Renovations and improvements are also needed for aging shopping centers. The existing retail centers within the City could gain significant fiscal potency through retrofits of larger tracts.

Although Johns Creek continues to be ranked among the best places to live within the United States and the State of Georgia, the City's population growth has been declining since 2015. A significant portion of the outward population are affluent active seniors who chose to sell or lease their houses in Johns Creek, and rent multi-family properties in mixed-use developments outside of the City. This local trend parallels a growing national trend that is often referred to as "renting



Map 5: Undeveloped Land

by choice" that involves people choosing to rent based on their preference rather than by their financial constraints. Typically, these people choose to reside in experience-driven communities that offer access to retail shopping, event-focused greenspaces, and walkable urban settings.

The lack of experience-driven commercial destinations also explains for the \$760-million annual "retail leak" where

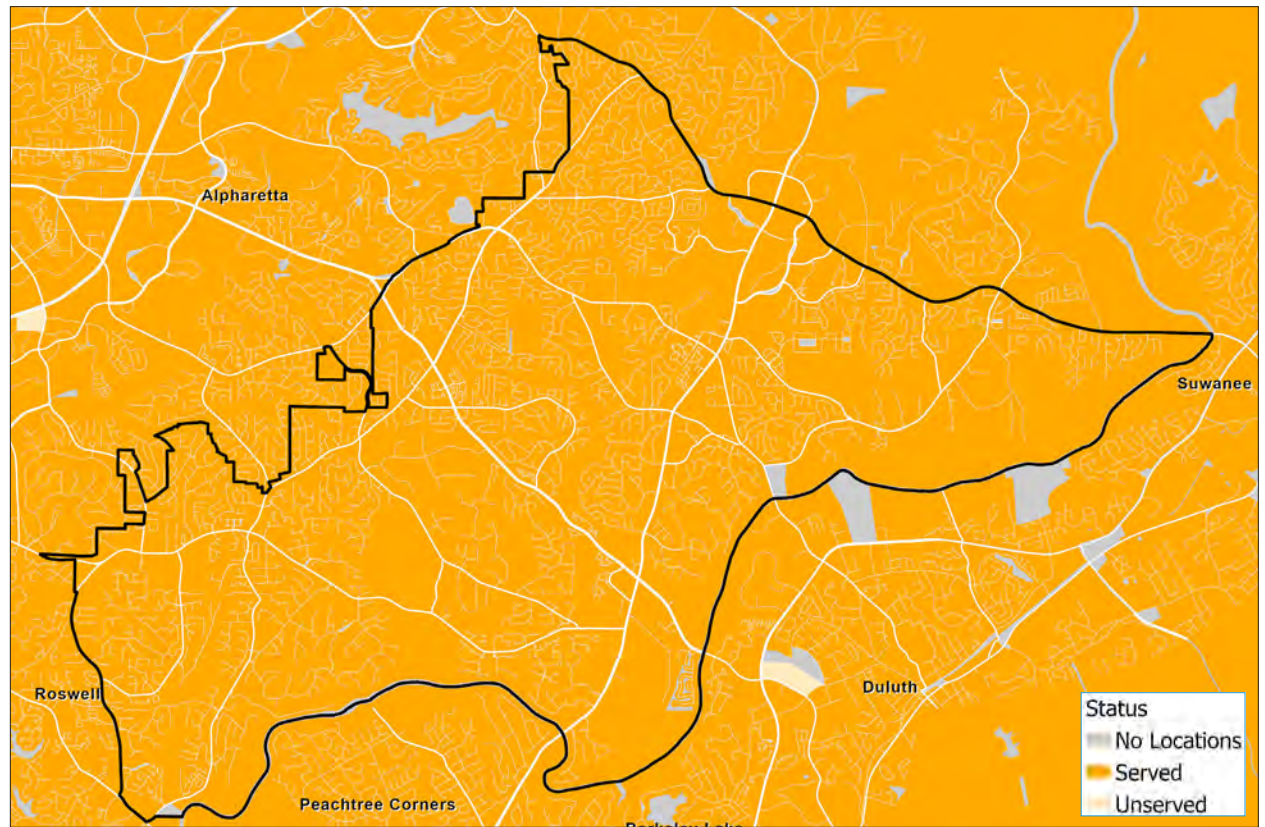
residents spend their dollars outside of the City. Competing retail establishments are located in walkable mixed-use destinations that offer urban-like experiences, such as Avalon, Halcyon, Suwanee Town Center, downtown Duluth, City Springs, and downtown Milton. The development of Johns Creek Town Center will help to reverse the outward migration of affluent active seniors and retail dollars.

Broadband internet access has become an essential element of a community's infrastructure, especially after the pandemic as many residences and businesses had to transition to an internet basis for conducting work and education.

Senate Bill 402, known as the ACE Act (Achieving Connectivity Everywhere), passed by the Georgia General Assembly in 2018, directs local communities to address broadband availability in local comprehensive plans. The local government must determine if it is served by broadband service, and appropriate follow-up steps must be identified based on the findings.

According to the most recent data from the Federal Communications Commission (FCC) and the Georgia Broadband Program, over 99.5% of Johns Creek is served by broadband and thus considered "served."

Metro Atlanta, Fulton County, and the City of Johns Creek, generally enjoy widespread access to broadband technology from at least two service providers. As the market for broadband technology continues to expand and improve, Johns Creek is positioned to ensure that access to the technology will be available since it is essential to attract employers in the digital and technology industries, as well as attract and retain younger households.



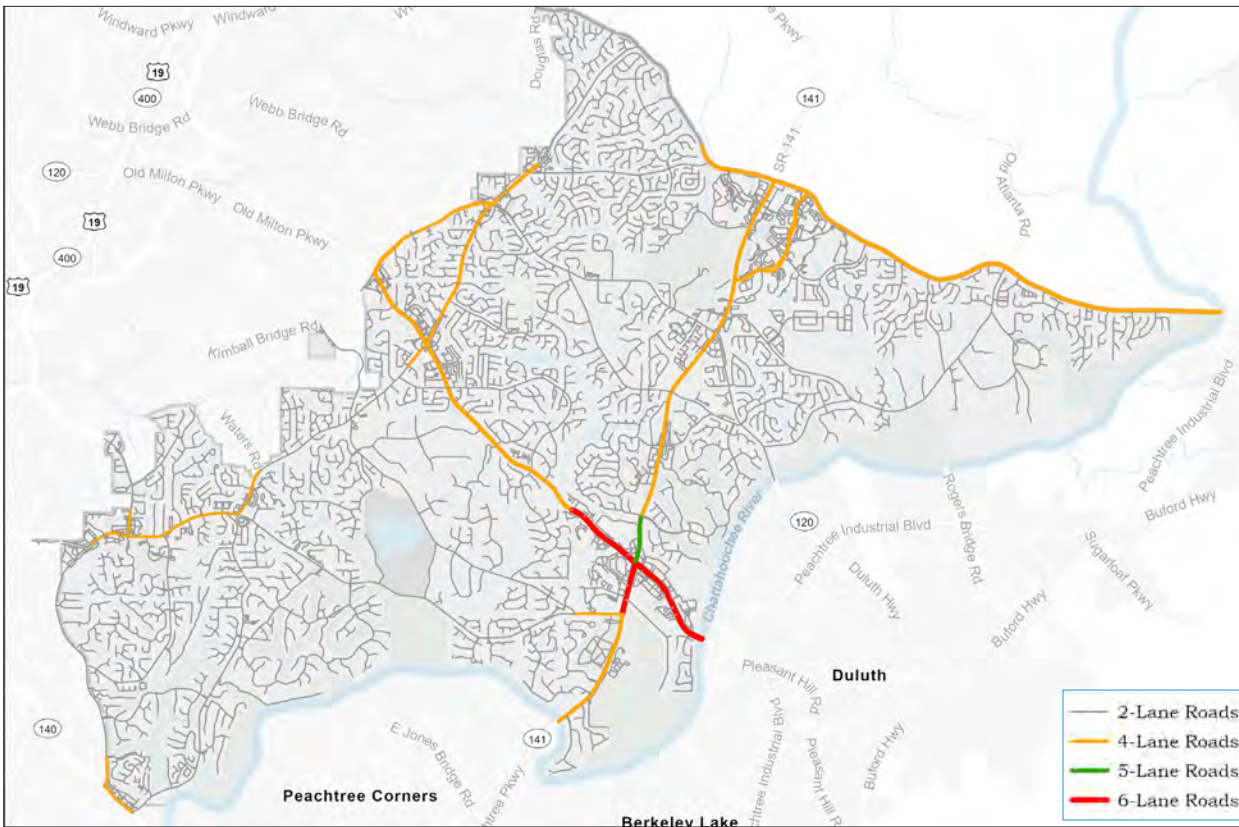
Map 6: Broadband Access

Note:

The FCC Form 477 Broadband mapping model is census block resolution. This means that if the target broadband service is available to at least one location (residential or business) in a census block, the block appears served. Census blocks with address locations present that did not meet this definition are delineated as 'Unserviced'.

The Georgia Broadband Program model is location based. This means that the target broadband service must be available to more than 80% of locations in a census block to be served. Census blocks that did not meet this definition are delineated as 'Unserviced'. Statistics are based on a fixed, terrestrial broadband definition of 25 Mbps down and 3 Mbps up.

TRANSPORTATION PROFILE



Map 7: Number of Existing Roadway Travel Lanes



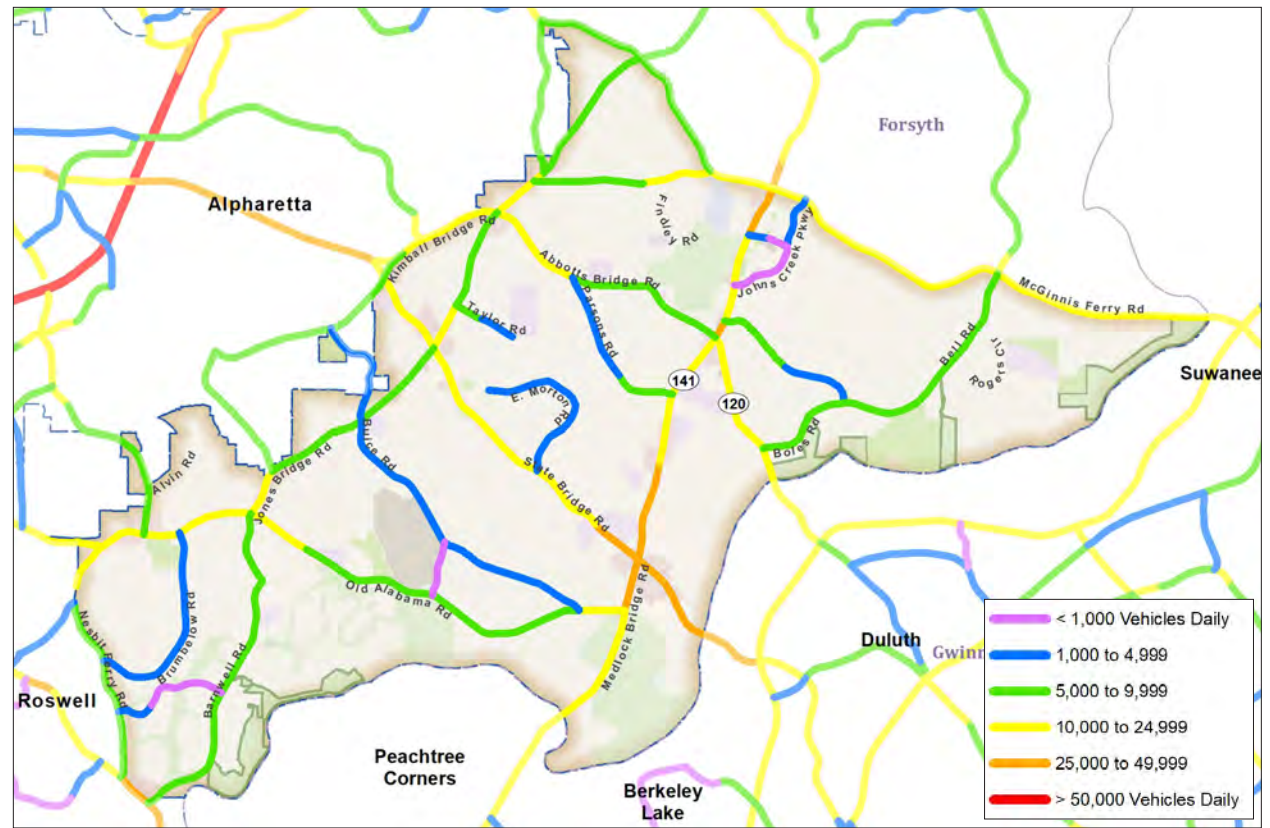
Vehicular Conditions

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 7 illustrates the number of existing travel lanes for each major road.

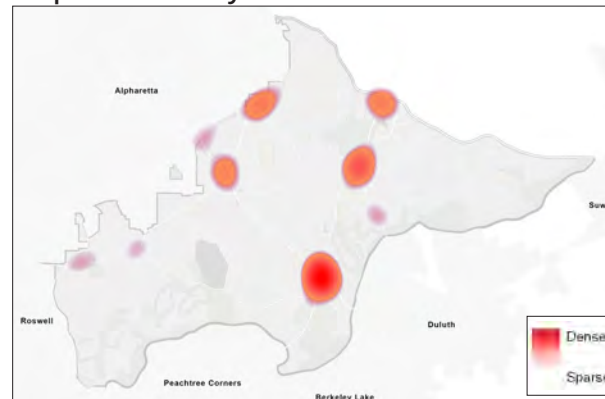
The estimated number of vehicles traveling along major streets is illustrated on the next page, based on the Atlanta Regional Commission's regional travel demand model. The model includes certain characteristics of the transportation system, including the number of lanes on major roadway segments and 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 2018 to 2022) provided by the Johns Creek Police Department was used to develop Map 9 indicating the location of crashes. As expected, the higher-volume roadways and intersections experienced the majority of accidents.



Map 8: Total Daily Traffic in 2017



Map 9: Traffic Accidents (2018-2022)



TRANSPORTATION PROFILE



Map 10: Atlanta Regional Transit



MARTA Doraville Station

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.



Map 11: Previous Transit Route

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. Prior to January 1, 2021, Johns Creek was 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 was limited to weekdays and during morning and afternoon peak periods only. In the morning, there were two buses inbound (south) and four buses outbound (north). In the afternoon, there were four buses inbound (south) and two buses outbound (north).

The Atlanta-Regional Transit Link Authority (ATL) approved the elimination of bus route #408 during ATL's December 2020 meeting, due to underperformance and lack of ridership.

Pedestrian and Bicycle Conditions

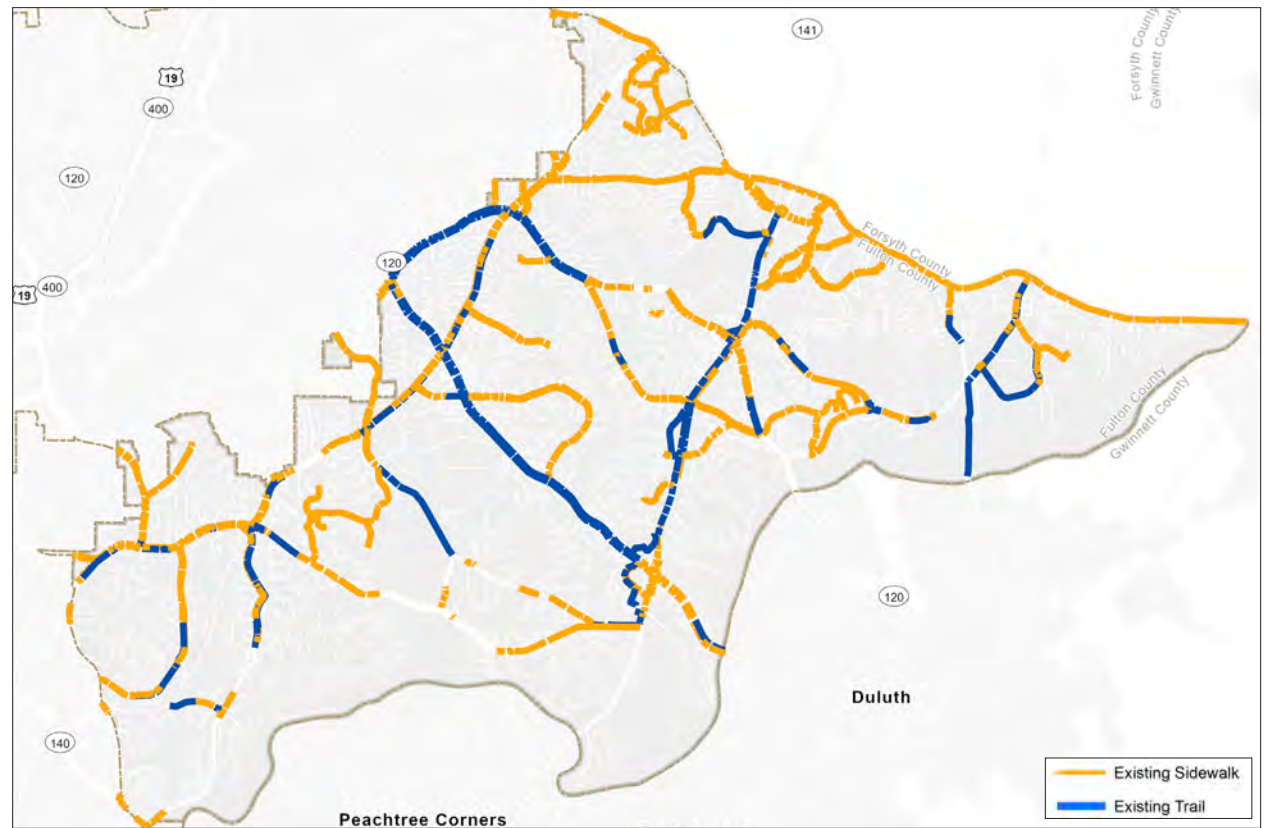
Public sidewalks maintained by the City are designated for pedestrian use and are typically five feet in width; however, the width varies. Multi-use trails are designated for pedestrian and bicycle use, and are typically a minimum of eight feet wide.

Map 12 illustrates the network of pedestrian travel throughout the City, including 67.5 miles of sidewalks and 28.7 miles of trails. There are many gaps along major streets and most residential neighborhoods are without sidewalks.

One recent trail project was the Johns Creek Greenway multi-use trail that provides a 3.6-mile walkway along the west side of 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 Medlock Bridge Road, then the 10-foot trail continues along the north side of State Bridge Road to the Chattahoochee River, with a five-foot sidewalk along the south side.

As part of the Abbotts Bridge Road widening project, pedestrian and bicycle



Map 12: Existing Pedestrian and Bicycle Paths

facilities have been added from Jones Bridge Road to Parsons Road, not only to serve those that walk to work each day at the nearby shopping center and regional library, but also to provide safe options for residents that now walk and bike to the regional library, two nearby schools, park, and restaurants. The inner striped gore, wide travel lane, and bike facility can be

re-striped as two 11-foot travel lanes, if a future traffic study indicates the need for more capacity.

PARKS AND RECREATION PROFILE

Map 13: Park Land

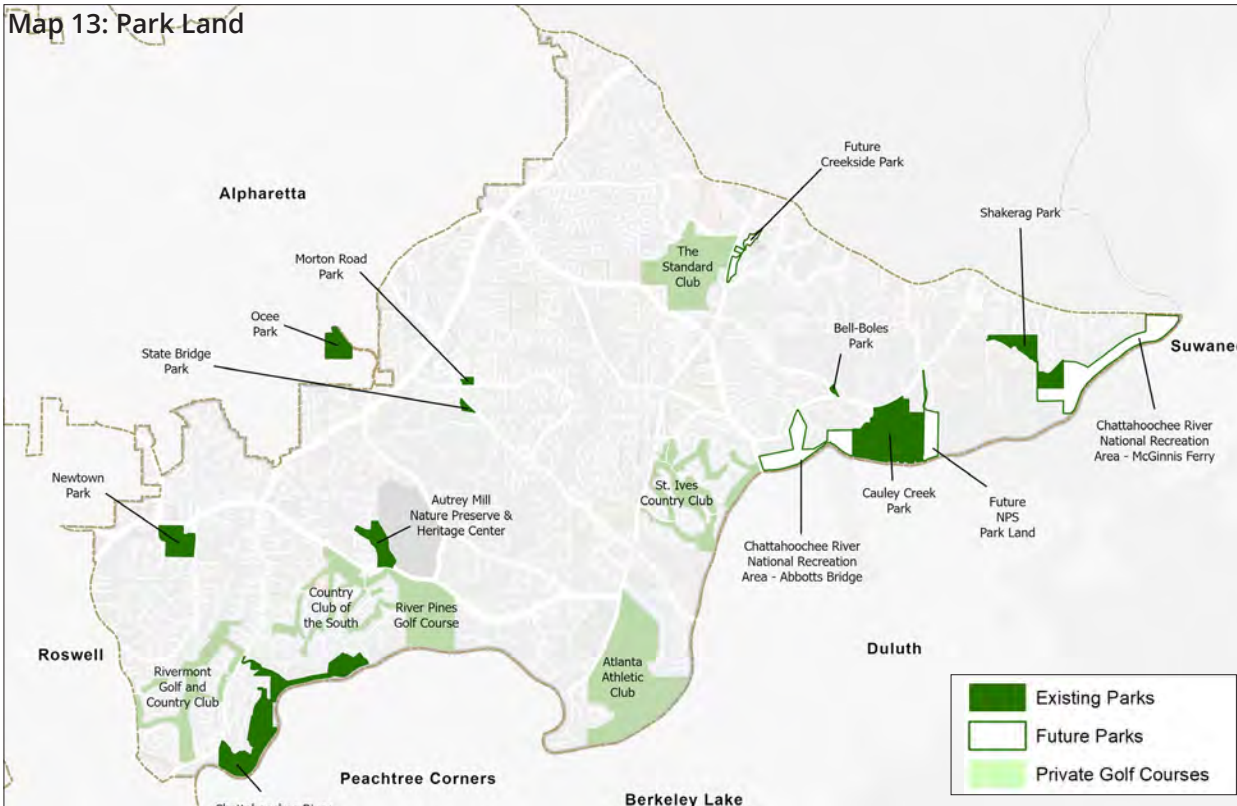


Table 1: City Park Inventory

City Park	Classification	Acreage	Development Status
Autrey Mill Nature Preserve	Special Use Park	45	Developed
Bell-Boles Park	Mini/Pocket Park	2	Developed
Morton Road Park	Mini/Pocket Park	4	Developed
Newtown Park	Community Park	57	Developed
Ocee Park	Community Park	37	Developed
Shakerag Park	Community Park	66	Developed
State Bridge Road Park	Mini/Pocket Park	5	Developed
Cauley Creek Park	Regional Park	202	Developed
Creekside Park	Community Park	27	In Design/Engineering Phase
Total		445 acres	

City Parks

The City of Johns Creek currently owns, operates, and maintains eight parks: Autrey Mill Nature Preserve and Heritage Center, Bell/Boles Park, Cauley Creek Park, Morton Road Park, Newtown Park, Ocee Park, Shakerag Park, and State Bridge Park, totaling 217 acres. In addition, the City has been working on the Creekside park design, as outlined as a Tier 1 project in the City's Town Center Vision and Plan.

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 (LOS) Analysis

The 2022 Recreation and Parks Master Plan evaluated park facility standards using a combination of resources, including market trends, demographic data, community and stakeholder input, the statistically-valid community survey, and general observations.

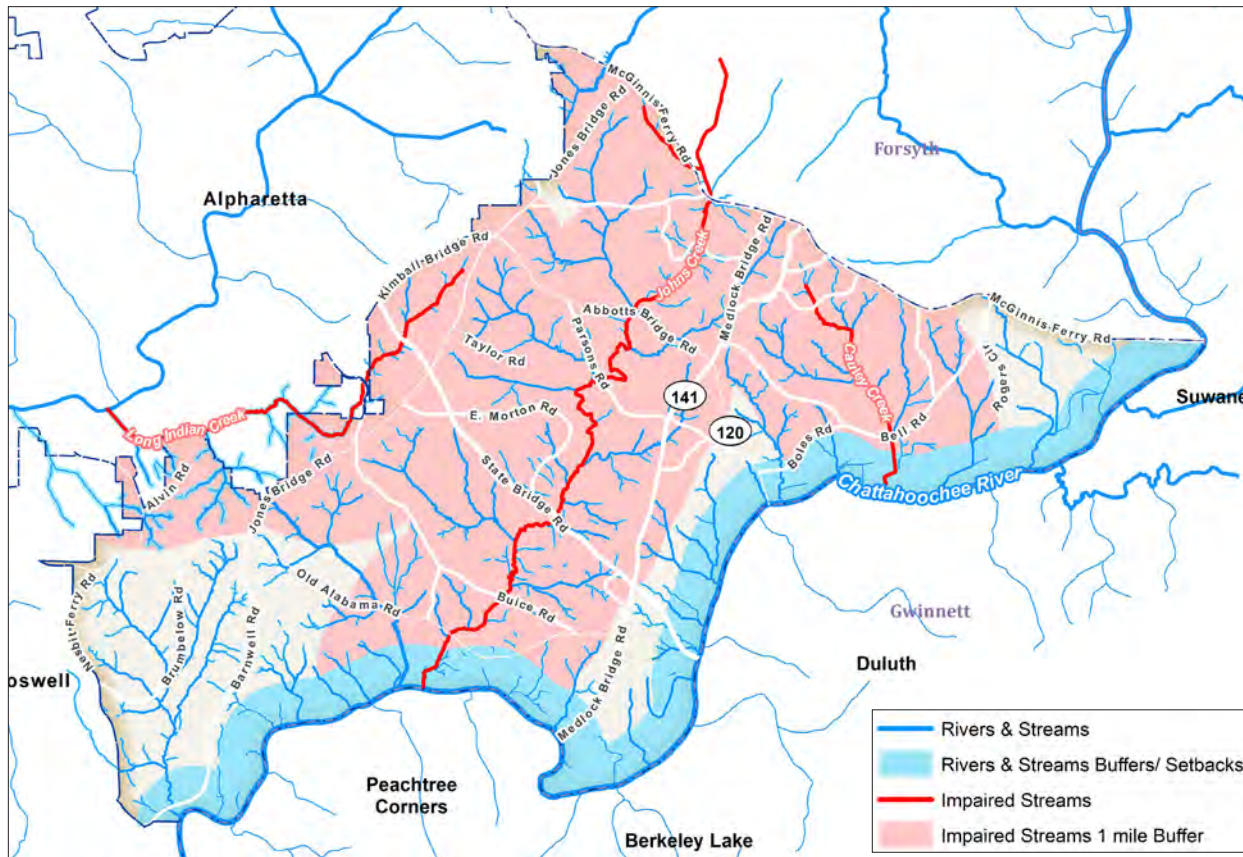
According to the existing LOS, the largest area of need to properly serve the Johns Creek community are paved and natural-surface trails. Paved trails would largely be added to improve connectivity around the community and between parks. Natural-surface trails can be explored in existing parks or new parks that have sufficient land area and offer access to nature experiences. There are limited needs in recreational amenities/facilities, with the most notable being rectangular multi-purpose sports fields, tennis/pickleball courts, and basketball courts. All these facility needs are being addressed in the development of Cauley Creek Park.

As the community is projected to grow over the next 10 years, there are several areas that may not meet recommended standards, including parkland, trails and indoor recreation/aquatic space.

Table 2: Park Level of Service

Park Type	2022 Inventory	Current Standards	10-Year Projected Standards
Mini/Pocket Parks	11 acres	Meets Standards	Meets Standards
Neighborhood Parks	0 acre	Meets Standards	Meets Standards
Community Parks	187 acres	Meets Standards	Need Exists (6.75 Acres)
Regional Parks	203 acres	Meets Standards	Meets Standards
Special Use Parks	46 acres	Meets Standards	Meets Standards
Trails			
Paved Park Trails	3 miles	Need Exists (17.84 miles)	Need Exists (18.67 miles)
Natural-surface Park Trails	3 miles	Need Exists (9.5 miles)	Need Exists (10 miles)
Outdoor Amenities			
Shelters/Pavilions	2	Meets Standards	Meets Standards
Diamond Baseball Fields	4	Meets Standards	Meets Standards
Rectangular Multi-Purpose Fields	57	Need Exists (2 Fields)	Need Exists (2 Fields)
Basketball Courts	37	Need Exists (2 Courts)	Need Exists (2 Courts)
Tennis/Pickleball Courts	66	Need Exists (2 Courts)	Need Exists (2 Courts)
Playgrounds	5	Meets Standards	Meets Standards
Dog Parks	203	Need Exists (1 Site)	Need Exists (1 Site)

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

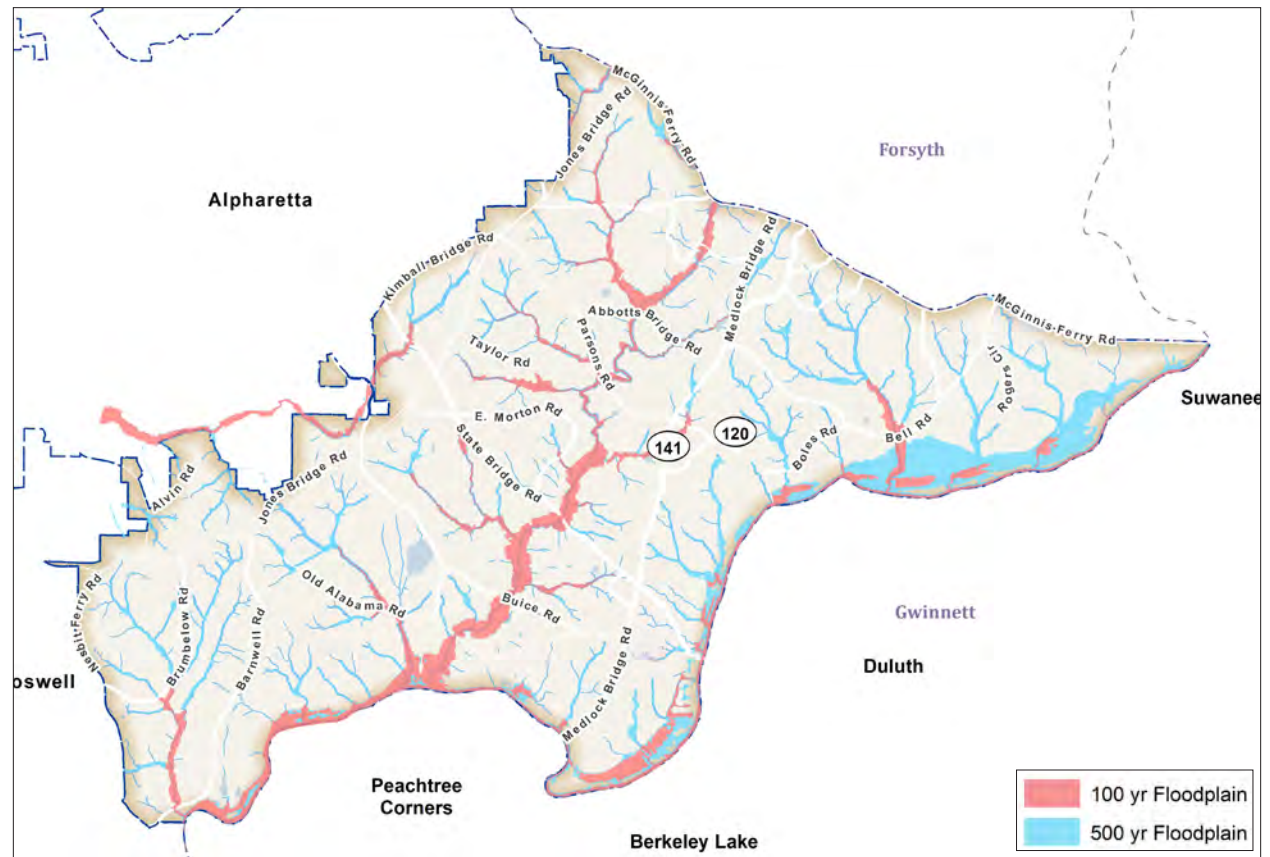
The City has 13.5 miles of the Chattahoochee River, which forms the City's eastern and southern boundaries. The River is protected under the 1973 Metropolitan River Protection Act, with a 50-foot natural undisturbed buffer and a 150-foot impervious area buffer. Additionally, land located within 2,000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

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

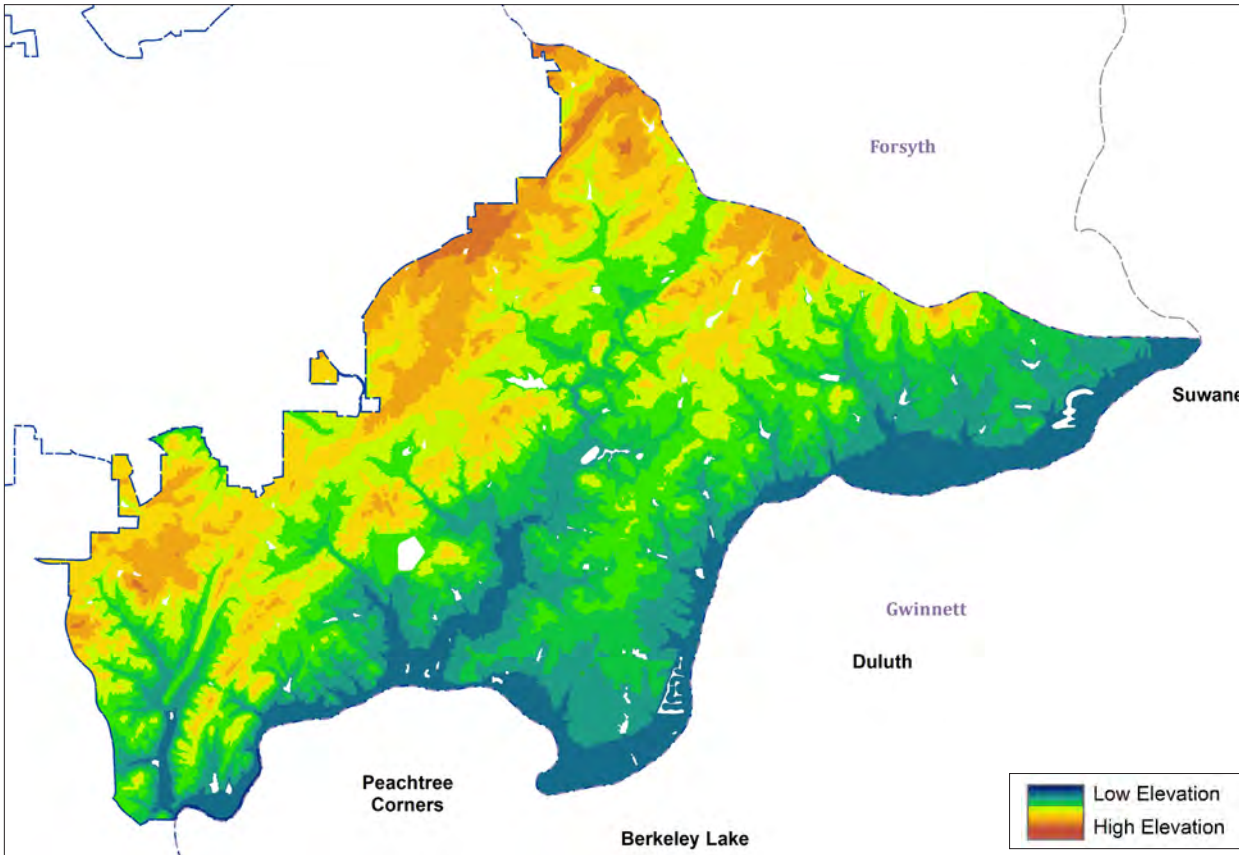
The City's natural waterways are protected by the City's stormwater management regulations, which require a 50-foot undisturbed natural buffer on both sides of a stream or tributary, plus an additional 25-foot impervious buffer. This is intended to protect our streams and creeks from further erosion 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

NATURAL RESOURCES PROFILE



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 Community Development Department 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 onsite. If not enough land is available for 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

Historic Resources Survey Report

City of Johns Creek, Georgia
September 2012



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 August 2023, seven have been demolished – leaving the following eight 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

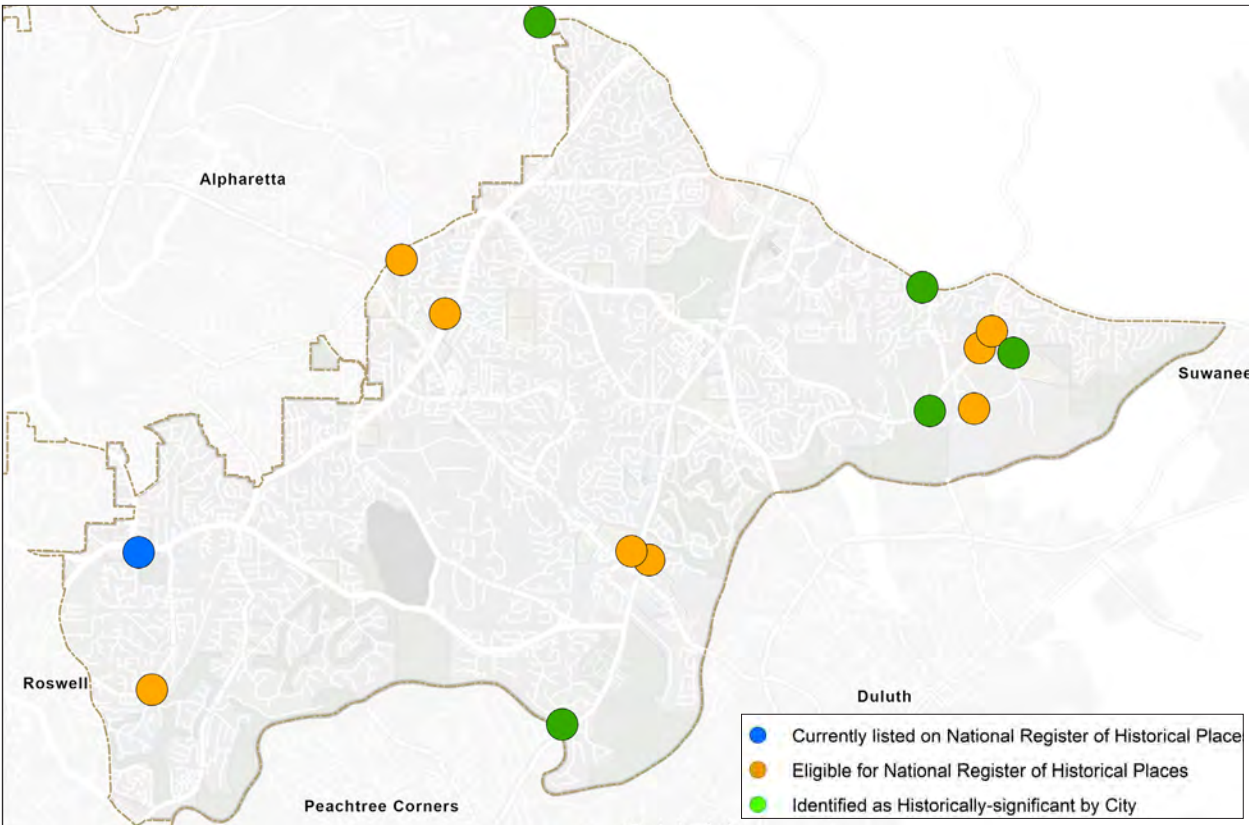
- 5. 4505 Kimball Bridge Road – circa 1900 Queen Anne Rural Cottage
- 6. 9800 Medlock Bridge Road – circa 1932 Colonial Revival School
- 7. 11100 Jones Bridge Road – circa 1955 Brick Ranch
- 8. 9735 Medlock Bridge Road – Macedonia African Methodist Church Cemetery

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 eight 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:

- 9. 9110 Medlock Bridge Road – circa 1923 New South Cottage
- 10. 10960 Rogers Circle – circa 1915 Saddle Bag Cottage
- 11. 7315 McGinnis Ferry Road – circa 1875 Lowe-Bell House



Map 18: Historic Properties

- 12. 7355 Bell Road – circa 1804 Georgian House
- 13. 12746 Douglas Road – 1880s Hall-Parlor

provide for the preservation, restoration, rehabilitation, and permanent protection of historic buildings.

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